

Acela

Quick Reference Handbook Abnormal & Emergency Checklists

Quick Action Index

AC Hold – How To Configure.....	16.9
AC Hold – How to Recover.....	16.8
Alarms Not Available \ Train Status Unknown.....	12.1
ALL BRAKES RELEASE TRAIN LINE FAILURE.....	▶ ▶ 8.1
BRG SENSOR FAULT (ITSU TEMP SENSOR FAULT).....	▶ ▶ 20.1
BROKEN PANTOGRAPH ON TRAIL POWER CAR.....	▶ ▶ 13.1
CAR NOT CENTERED ALARM (TILTING).....	▶ ▶ 18.1
Fire Detected (Power Car).....	7.1
HOT JOURNAL ALARM (ITSU).....	▶ ▶ 20.2
LOCKED AXLE ALARM NOT CLEARING.....	▶ ▶ 8.2
MCB Fails To Close After Dead Section (Lead Or Trail PC).....	16.1
Parking Brake Mismatch (Red Indication).....	8.3
Penalty Application (Unable to Clear).....	2.1
Stuck In A Tunnel (No Catenary Power).....	17.1
TRAIN SET FIP LOSS.....	▶ ▶ 16.2
UNKNOWN SPEED RESTRICTION.....	1.1

DOCUMENT CONTROL

Document Date	Version Number	Author	Page Changes	Summary of Changes
16-Jan-12	1	Wade Clark	N/A	N/A
7-Oct-15	2	Wade Clark \ HSR	All Propulsion, Snow Plans & AC Hold	New Propulsion SW
30-Nov-15	3	H.Keuerleber \ C. Stratemeyer	Acronyms Speed Table Page 1.1.1 Page 1.1.2 Page 1.1.3 Page 2.1 Page 2.1.2 Page 2.1.3 Page 2.1.4 Page 2.4.1 Page 6.2.1 Page 8.3.3 Page 13.1.3 Page 16.8.3 Page 18.1.2	General accuracy & clarity edits. Added speed table and acronyms

ACRONYMS

ABCL	Automatic Brake Control Lever
AC	Alternating Current
ACES	Automatic Civil Speed Enforcement System
ARU	Alert Recorder Unit
ATC	Automatic Train Control
ATS	Automatic Train Stop
ATSCO	Automatic Train Stop Cutout
BP	Brake Pipe
C/O	Cutout
CMU	Car Monitoring Unit
COND. or CON	Conductor
CTRL	Control
DC	Direct Current
eg	For Example
EMERG	Emergency
ENGR.	Engineer
ER	Equalizing Reservoir
FIP	Factory Instrumentation Protocol
HEP	Head End Power
HVAC	Heating Ventilation & Air Conditioning
ie	That is
LED	Light Emitting Diode
MCB	Main Circuit Breaker
MFD	Multifunction Display
MPH	Miles Per Hour
MPU	Main Processing Unit
N/A	Not Applicable
OSL	Out of Service Lock
PBCC	Parking Brake Cutout Cock
POD	Primary Operating Display
PSI	Pressure Per Square Inch
SUPP	Suppression
SURVEIL	Surveillance
TECC	Truck Equalizing Cutout Cock
TL	Train line
V	Volt
WSCC	Wheel Slide Control Computer

Acela Abnormal and Emergency QRH

System Status	A Speed	B Speed	C Speed	Other	Notes
Tilt active SI 41-A1	X				
Tilt inoperative SI 41-A1		X			
Car not centered AMT-3 9.4.6			X		
ITSU inoperative SI 72-A1	X 125MPH				ITSU cut out Accelerometer bypassed
ACES inoperative SI 580-S1 584	X				NHB Line: 110MPH PW & NYP Line: 125MPH
Alert Failure SI 72-A1	X 125MPH				
POD/MFD1 inoperative SI 72-A1	X 125MPH				
Fire detection inoperative SI 72-A1	X 125MPH				
Door status inoperative SI 72-A1	X 125MPH				
Hot Journal Alarm SI 72-A1 SI 72-A3				Hot (flashing red) STOP, refer to SI 72-A3	
Lite/multiple lite SI 37-A1				X 50MPH	
Operating without 3200, 3400 or 10003 SI 37-A1	X 125MPH				
Deflated Air Spring SI 37-A1				X 90MPH	
Over inflated Air Spring SI 37-A1				X 30MPH – non diverting 15MPH - diverting	
Raised Shroud SI 37-A1	X 125MPH Trail PC/Towed			X 50MPH Lead PC	

ENGINEER\ CONDUCTOR NOTES

Alphabetical Index	Chapter Alpha Section Index
-----------------------	--------------------------------

A

AC Hold – How To Configure.....	16.9
AC Hold – How to Recover.....	16.8
Air Bags Deflated Alarm.....	20.3
Alarms Not Available \ Train Status Unknown-----	12.1
Alerter Fault Alarm.....	2.2
All Brakes Release Train Line Failure-----	8.1
ATS / ATC Fault Alarm.....	2.4

B

Battery Charger Fault (Power Car).....PLACEHOLDER.....	1.2
Battery Over Temperature (Power Car).....PLACEHOLDER.....	1.3
BRG Sensor Fault (ITSU Temperature Sensor Fault)-----	20.1
Broken Pantograph on Trail Power Car-----	13.1

C

Car Not Centered Alarm (Tilting)-----	18.1
CMU Offline.....	8.5

D

Door Cycling.....6.2

Door Fails to Open or Close.....6.1

E

Emergency Brake Applications (Multiple Times).....8.4

Event Recorder Fault Alarm.....2.3

F

Fire Detected (Power Car)-----7.1

Fire Detection (Supplement).....7.2

H

Hot Journal Alarm (ITSU)-----20.2

How Configure Propulsion for (Snow Plan Operations).....13.2

L

Locked Axle Alarm Not Clearing-----8.2

Locking Out a Door.....6.3

Loss of Door Closed & Locked Signal.....6.4

Low Transformer Oil Alarm.....16.7

M

MCB Fails to Close after Dead Section (Lead or Trail PC)-----16.1

MCB Fails to Close on Lead Power Car (Snow Plan Operations).....16.4

N

No Cooling or Heating (Coach or Power Car).....10.1

O

Operation With Lead Power Car Only.....13.3

P

Parking Brake Mismatch (Red Indication)----- 8.3

Parking Brake Status Unknown (on MFD-1 Train Status Block).....8.5

Penalty Application (Unable to Clear)-----2.1

Pneumatic Back Up Active.....8.6

R

Rear Power Car Stuck in Regenerative Brake.....16.5

Recover From Load Shed (How to Recover).....PLACEHOLDER.....1.4

S

Side Door Reset Procedure (General).....6.5

Side Mirror Fails to Extend (Power Car).....3.1

Side Mirror Fails to Retract (Power Car).....3.2

Stuck in a Tunnel (No Catenary Power)-----17.1

T

Toilet Not Flushing.....21.1

Trail Power Car Stuck In Regenerative Braking.....16.5

Train Set FIP Loss-----16.2

U

Unknown Speed Restriction-----1.1

W

Wheel Slip Protection Unknown (on MFD-1 Train Status Block).....8.7

Won't Take Traction Power.....16.6

System Identification	Chapter Sys Id Section Index
<u>AUXILIARY POWER</u>	<u>1</u>
<u>CAB SIGNALS</u>	<u>2</u>
<u>CARBODY</u>	<u>3</u>
<u>COMMUNICATIONS</u>	<u>4</u>
<u>COUPLER</u>	<u>5</u>
<u>DOORS</u>	<u>6</u>
<u>FIRE DETECTION</u>	<u>7</u>
<u>FRICTION BRAKES</u>	<u>8</u>
<u>GALLEY</u>	<u>9</u>
<u>HVAC</u>	<u>10</u>
<u>LIGHTING</u>	<u>11</u>
<u>MONITORING</u>	<u>12</u>
<u>PANTOGRAPH</u>	<u>13</u>
<u>PASSENGER ENTERTAINMENT</u>	<u>14</u>
<u>PASSENGER INFORMATION</u>	<u>15</u>
<u>PROPULSION</u>	<u>16</u>
<u>SPECIAL OPERATIONS AND TOWING</u>	<u>17</u>
<u>TILTING</u>	<u>18</u>

TRUCK	19
TRUCK SURVEILLANCE	20
WATER AND WASTE	21

System

Chapter Sys

Index

Section Index

Auxiliary Power**Unknown Speed Restriction-----1.1**

Battery Charger Fault (Power Car).....PLACEHOLDER.....1.2

Battery Over Temperature (Power Car).....PLACEHOLDER.....1.3

Recover From Load Shed (How to Recover).....PLACEHOLDER.....1.4

Cab Signals**Penalty Application (Unable to Clear)-----2.1**

Alerter Fault Alarm.....2.2

Event Recorder Fault Alarm.....2.3

ATS / ATC Fault Alarm.....2.4

Carbody

Side Mirror Fails to Extend (Power Car).....3.1

Side Mirror Fails to Retract (Power Car).....3.2

Communications

Placeholder

Coupler

Placeholder

Doors

Door Fails to Open or Close6.1

Door Cycling.....	6.2
Locking Out a Door.....	6.3
Loss of Door Closed & Locked Signal.....	6.4
Side Door Reset Procedure (General).....	6.5

Fire Detection

Fire Detected (Power Car)-----	7.1
Fire Detection (Supplement).....	7.2

Friction Brakes

All Brakes Release Train Line Failure-----	8.1
Locked Axle Alarm Not Clearing-----	8.2
Parking Brake Mismatch (Red Indication)-----	8.3
Penalty Application (Unable to Clear)-----	2.1
Emergency Brake Applications (Multiple Times).....	8.4
Parking Brake Status Unknown (on MFD-1 Train Status Block).....	8.5
Pneumatic Back Up Active.....	8.6
Wheel Slip Protection Unknown (on MFD-1 Train Status Block).....	8.7

Galley

Placeholder

HVAC

No Cooling or Heating (Coach or Power Car).....	10.1
---	------

Lighting

Placeholder

Monitoring

Alarms Not Available \ Train Status Unknown-----12.1

CMU Offline.....8.5

Pantograph

Broken Pantograph on Trail Power Car-----13.1

How Configure Propulsion for (Snow Plan Operations).....13.2

Operation With Lead Power Car Only.....13.3

Passenger Entertainment

Placeholder

Passenger Information

Placeholder

Propulsion

MCB Fails to Close after Dead Section (Lead or Trail PC)-----16.1

Train Set FIP Loss-----16.2

50% Traction Power Loss on Lead Power Car (Snow Plan Operation).....16.3

How Configure Propulsion for (Snow Plan Operations).....13.2

MCB Fails to Close on Lead Power Car (Snow Plan Operations).....	16.4
Operation With Lead Power Car Only.....	13.3
Trail Power Car Stuck in Regenerative Brake.....	16.5
Won't Take Traction Power.....	16.6
Low Transformer Oil Alarm.....	16.7
AC Hold – How to Recover.....	16.8
AC Hold – How to Configure.....	16.9
<u>Special Operations and Training</u>	
Stuck in Tunnel (No Catenary Power).....	17.1
How Configure Propulsion for (Snow Plan Operations).....	13.2
Operation With Lead Power Car Only.....	13.3
50% Traction Power Loss on Lead Power Car (Snow Plan Operation).....	16.3
MCB Fails to Close on Lead Power Car (Snow Plan Operations).....	16.4
<u>Tilting</u>	
Unknown Speed Restriction-----	1.1
Car Not Centered Alarm (Tilting)-----	18.1

Truck

Placeholder

Truck Surveillance

BRG Sensor Fault (ITSU Temperature Sensor Fault)-----20.1

Hot Journal Alarm (ITSU)-----20.2

Air Bags Deflated Alarm.....20.3

Unknown Speed Restriction-----1.1

Water & Waste

Toilet Not Flushing.....21.1

System	Auxiliary Power
	Section 1

Table of Contents

Unknown Speed Restriction-----1.1

Battery Charger Fault (Power Car).....PLACEHOLDER.....1.2

Battery Over Temperature (Power Car).....PLACEHOLDER.....1.3

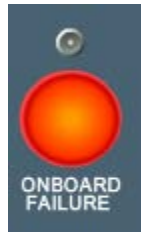
Recover From Load Shed (How to Recover).....PLACEHOLDER.....1.4

UNKNOWN SPEED RESTRICTION

Acela Abnormal Checklist

UNKNOWN SPEED RESTRICTION

UNKNOWN SPEED RESTRICTION Indication



ONBOARD FAILURE Indication

Condition:	Visual cues on the MFD-1 indicate that the On-Board Failure Detection Train Line is open for an unknown reason. Train cannot go faster than 20 mph until the On-Board Failure Detection Train Line is closed.
Objective:	This checklist provides steps to quickly determine what caused the unknown speed restriction and to restore the On-Board Failure Detection Train Line, removing the 20 mph speed restriction and allowing Train to quickly get on the move.

- [1] Acknowledge Alarm.....**DEPRESS F7 OR F8** Engr.
- [2] Stop Train.....**Soon As Safe Train Handling Will Permit** Engr.
- [3] Check Train Status.....MFD-2.....**DEPRESS F6** Engr.
- [4] Parking Brake.....**APPLY** Engr.
- [5] Contact Dispatcher...**MILE POST, TRACK NUMBER, CONDITION** Engr.

If Red **X** on a specific Car:

►► Go to **Loss of Power to Entire Car** section **Page 20.1.2**

- [6] Check Truck Surveillance Status Page.....**DEPRESS F7**
– **Select Truck Surv** Engr.

▼ **Continued on Next Page** ▼

UNKNOWN SPEED RESTRICTION

Acela Abnormal Checklist

▼ UNKNOWN SPEED RESTRICTION ▼

If ITSU Icon is White on a specific Car:

Contact Conductor.....**Report Car with Dead ITSU** Engr.

Cycle ITSU Power.....**Turn OFF, Wait 10 seconds, Turn ON** Cond.

Contact Engineer.....**Status of ITSU** Cond.

Contact Dispatcher.....**Report Results/ Status** Engr.

Note (a)	If Unknown Speed Restriction Alarm is cleared after ITSU is reset, Train may proceed at normal track speed
-----------------	--

[7] Log Defects.....**Map 100 & 21-A** Engr./Cond.

►► Loss of Power to Entire Car

Contact Conductor.....**Report Car with Red X** Engr.

Cut Out ITSU.....**Break Seal, Open Cap, Turn Switch** Cond.

Cut Off Centering Detection....**Break Seal, Open Cap, Turn Switch** Cond.

Contact Engineer.....**Status of ITSU and Centering Detection Cutouts** Cond.

Contact Dispatcher.....**Report Results/Status** Engr.

**CAUTION! With an ITSU cut out & Centering Detection cut off,
maximum authorized Train speed is Column C**

Log Defects.....**Map 100 & 21-A** Engr./Cond.

■■■■ Section Complete ■■■■

▼ Continued on Next Page ▼

UNKNOWN SPEED RESTRICTION

Acela Abnormal Checklist

▼ UNKNOWN SPEED RESTRICTION ▼

Inoperative Items Table:

If it was loss of power to a Car, we lose monitoring, ITSU and tilting on the entire Train.

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
If ITSU resets, Normal	N/A	AMT-3 9.4.6 4&5

■ ■ ■ ■ Checklist Complete ■ ■ ■ ■

System	Cab Signals
	Section 2

Table of Contents

Penalty Application (Unable to Clear)-----2.1

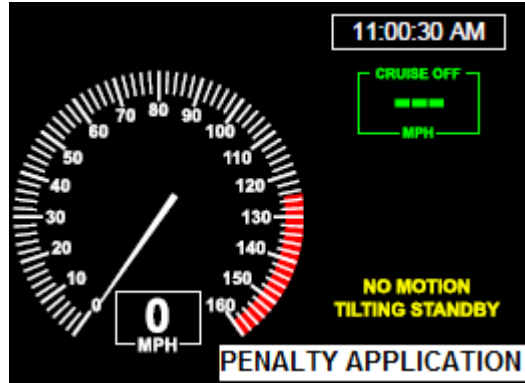
Alerter Fault Alarm.....2.2

Event Recorder Fault Alarm.....2.3

ATS / ATC Fault Alarm.....2.4

PENALTY APPLICATION UNABLE TO CLEAR

Acela Abnormal Checklist



POD Indication

Condition: Low Main Reservoir, ACSES, ATC or ARU has enforced a penalty that will not clear.

Objective: Quickly determine what system caused the penalty, cut out system and get on the move.

- [1] Parking Brake.....**AFTER STOPPED**.....**APPLY** Engr.
- [2] Throttle.....**0 Position** Engr.
- [3] ABCL.....**SUPPRESSION** Engr.
- [4] Contact Dispatcher...**MILE POST, TRACK NUMBER, CONDITION** Engr.
- [5] **Choose One:**

◆ Main Res. is **135 PSI** or higher:

▶▶ Go to **ACSES** section **Page 2.1.2**

◆ Main Res. is **less than 135 PSI AND** Trainset **FIP Loss**:

▶▶ Go to **TRAIN SET FIP LOSS CHECKLIST**,
Resynchronization Method #1 section **Page 16.2.2**

◆ Main Res. is **less than 135 PSI AND NO** Trainset **FIP Loss**:

▶▶ MCB Both Power Cars.....**CONFIRM**.....**CLOSED** Engr.

▼ **Continued on Next Page** ▼

PENALTY APPLICATION UNABLE TO CLEAR

Acela Abnormal Checklist

▼ Penalty Application Unable to Clear ▼

Note (a) IF Power Car has a MCB that fails to close, move Pantograph Selector to **OFF** position in that car, then toggle HEP Switch **2 times** to **ON** in Lead Power Car.

Main Compressors.....CONFIRM.....**OPERATIONAL** Engr.

Note (b) IF a Main Compressor is not operational, then depress GREEN Reset Button on the White Control Box next to the compressor.

Train Line Air Leaks.....CONFIRM.....**NO LEAKS** Engr.

Note (c) IF a Main Reservoir hose is found ruptured, replace hose.

HEP Switch (Lead Power Car).....**OFF** Engr.

Note (d) IF nothing is found wrong in the above steps, then move HEP Switch to the **OFF** position in Lead Power Car. Keep in **OFF** position for **5 minutes**. Main Reservoir pressure should start to increase on MFD 1. Once Main Reservoir has reached **140 PSI**, penalty should clear. Then toggle HEP Switch to the **ON** position.

Log Defects.....**Map 100** Engr.

►► ACES System Health

ACES Status Icon (MFD-2).....CONFIRM.....**GREEN** Engr.

Note (e) IF ACSES status icon is white or red, then cut out ACSES. Operate according to Movement with inoperative ACSES rules.

ACES Magnet Valve Icon.....CONFIRM.....**GREEN** Engr.

Note (f) IF ACSES Magnet Valve status icon is not **Green**, then **cut out** ACSES electrically and **cut out** ACSES Magnet Valve (**Blue Butterfly Handle**) on the **Brake Rack**. If ACSES was cut out, then declare an **ACES FAILURE** and operate according to rules.

IF ACSES System is Healthy (**Everything Green**):

►► Go to ATC Health section Page 2.1.3

■■■■ Section Complete ■■■■

▼ Continued on Next Page ▼

PENALTY APPLICATION UNABLE TO CLEAR

Acela Abnormal Checklist

▼ Penalty Application Unable to Clear ▼

►► ATC Health

ATC Status Icon (MFD-2).....CONFIRM.....**GREEN** Engr.

Note (g) IF ATC status icon is white or red, then cut out ATC. Operate according to Movement with inoperative Cab Signals.

ATC Magnet Valve Icon.....CONFIRM.....**GREEN** Engr.

Note (h) IF ATC Magnet Valve status icon is not **Green**, **cut out** ATC electrically and **cut out** ATC Magnet Valve (**Red Butterfly Handle**) on the **Brake Rack**. If ATC was cut out, then declare an **ATC FAILURE** and operate according to rules.

IF ATC System is Healthy (**Everything Green**):

►► Go to ARU Health section **Below**

■ ■ ■ ■ Section Complete ■ ■ ■ ■

►► ARU Health

ARU Status Icon (MFD-2).....CONFIRM.....**GREEN** Engr.

Note (a) IF ARU status icon is **White** or **Red**, then **cut out** ARU.

ARU Magnet Valve Icon.....CONFIRM.....**GREEN** Engr.

Note (b) IF ARU Magnet Valve status icon is not **Green**, **cut out** ARU electrically and **cut out** ARU Magnet Valve (**Yellow Butterfly Handle**) on the **Brake Rack**. If ARU was cut out, then declare an **ARU FAILURE** and operate according to rules.

■ ■ ■ ■ Section Complete ■ ■ ■ ■

▼ Continued on Next Page ▼

PENALTY APPLICATION UNABLE TO CLEAR

Acela Abnormal Checklist

▼Penalty Application Unable to Clear▼

Inoperative Items Table:

N/A

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
N/A	N/A	ACSES/CS failure speed, NORAC and Timetable SI

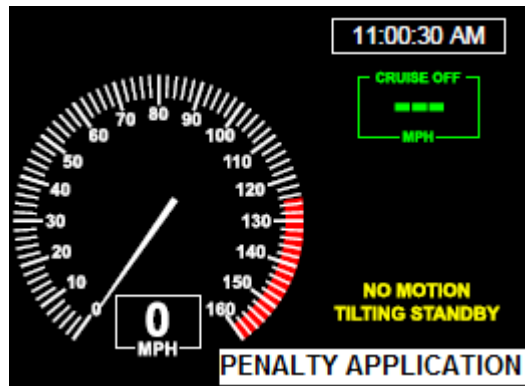
■■■■ Checklist Complete ■■■■

ALERTER FAULT ALARM

Acela Abnormal Checklist

ALERTER FAULT

ALERTER Fault Indication



POD Indication

Condition: Alerter Unit is in a major fault. Alerter Penalty Magnet Valve is de-energized and Train is in Penalty.

Objective: Quickly cut out Alerter System and remove Penalty.

[1] Parking Brake.....**APPLY** Engr.

[2] Alerter Cut Out Switch.....**BY-PASS** Engr.

[3] Alerter YELLOW Handled Pneu Cut-Out...**Brake Rack...CUT-OUT** Engr.

Note (a) NORAC rules require moving a qualified person in Cab. 125 MPH Maximum Speed.

[4] Log Defects.....**Map 100** Engr.

Inoperative Items Table:

N/A

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
125 MPH	N/A	HSTS S.I.- Defective Conditions Requiring 125 MPH; AMT-3 - Loco Defects Discovered En-Route

■■■■ Checklist Complete ■■■■

EVENT RECORDER FAULT ALARM

Acela Abnormal Checklist

EVENT RECORDER FAULT

Condition: Alerter has experienced a major fault and has put the train into a penalty brake application.

Objective: To isolate Alerter and clear penalty brake application.

[1] Parking Brake.....**APPLY** Engr.

Note (a) Step 2 will generate the following Level 3 Alarm, "Alerter C/O"

[2] Alerter Cut Out Switch.....**BY-PASS** Engr.

[3] Alerter YELLOW Handled Pneu Cut-Out...**Brake Rack...CUT-OUT** Engr.

Note (b) NORAC rules require moving a qualified person in Cab.

[4] Log Defects.....**MAP 100** Engr.

Inoperative Items Table:

Alerter

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
125 mph	N/A	HSTS S.I.- Defective Conditions Requiring 125 MPH Max Speed; AMT-3 En-Route Conditions

■■■■ Checklist Complete ■■■■

ATS / ATC FAULT ALARM

Acela Abnormal Checklist

ATS/ATC FAULT

ATS / ATC Fault Indication

Condition: ATC experienced a vital failure resulting in a Penalty Application
Objective: Cut out ATC system, remove Penalty Application and get on the move

[1] Stop Train.....**SOON AS SAFE HANDLING WILL PERMIT** Engr.

[2] Contact Dispatcher...**MILE POST, TRACK NUMBER, CONDITION** Engr.

[3] ATSCO.....**CUT OUT** Engr.

If Step 3 fails to clear penalty:

►► ATC Magnet Valve, Brake Rack.....**CUT OUT** Engr.

CAUTION! Ensure Train operation is in accordance with ATC cutout rules.

[4] Log Defects.....**Map 100** Engr.

Inoperative Items Table:

ATC is inoperative

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
79 mph	N/A	NORAC Rule 556 and SGRFN 59

■■■■ Checklist Complete ■■■■

System	Carbody
	Section 3

Table of Contents

Side Mirror Fails to Extend (Power Car).....	3.1
Side Mirror Fails to Retract (Power Car).....	3.2

SIDE MIRROR FAILS TO EXTEND (POWER CAR)

Acela Abnormal Checklist

Condition: Side Mirror fails to extend on the Power Car.

Objective: Extend Side Mirror from Power Car.

[1] No Motion.....POD.....**PRESENT** Engr.

IF Train is stopped and **NO MOTION** is **not** present:

►► No Motion Bypass.....**Depress Button on Console** Engr.

[2] Log Defects.....**Map 100** Engr.

Inoperative Items Table:

Mirror Failed to Extend

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
N/A	N/A	N/A

■■■■ Checklist Complete ■■■■

SIDE MIRROR FAILS TO RETRACT (POWER CAR)

Acela Abnormal Checklist

Condition: Side Mirror fails to retract.

Objective: Side Mirror retracts.

- [1] Continue Train to next Station..... Engr.
- [2] Attempt Manual Retraction..... Engr.
- [3] Log Defects.....**Map 100** Engr.

Inoperative Items Table:

Mirror Fails to Retract

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
N/A	N/A	N/A

■■■■ Checklist Complete ■■■■

System	Communications
	Section 4

Table of Contents

Placeholder

System	Coupler
	Section 5

Table of Contents

Placeholder

System	Doors
	Section 6

Table of Contents

Door Fails to Open or Close6.1

Door Cycling.....6.2

Locking Out a Door.....6.3

Loss of Door Closed & Locked Signal.....6.4

Side Door Reset Procedure (General).....6.5

DOOR FAILS TO OPEN OR CLOSE

Acela Abnormal Checklist

Condition: The Door failed to open or close on command

Objective: To reset or isolate Door

[1] Choose One:

◆ Door fails to **Close**:

▶▶ Go to **Fails to Close** section **Below**

◆ Door fails to **Open**:

▶▶ Go to **Step 2**

[2] Crew Key.....**Turn to ISOLATED POSITION** Cond.

[3] Lamp Test Button.....**Push to RESET** Cond.

[4] Crew Key.....**Remove** Cond.

[5] Crew Switch.....**Issue Local CLOSED COMMAND** Cond.

[6] Crew Switch.....**OPEN COMMAND** Cond.

[7] Log Defects.....**MAP 21A** Cond.

▶▶ **Fails to Close:**

Issue local CLOSE COMMAND.....**Affected Door** Cond.

▼ **Continued on Next Page** ▼

DOOR FAILS TO OPEN OR CLOSE

Acela Abnormal Checklist

▼ DOOR FAILS TO OPEN OR CLOSE ▼

If Door fails to close:

Remove Air Pressure.....**Pull Emergency Handle** Cond.

Slide Door Fully Closed.....**By Hand** Cond.

Restore Air Pressure.....**Close Emergency Air Handle** Cond.

Isolate Door.....**Rotate OUT of SERVICE LOCK 270 Degrees** Cond.

Log Defects.....**MAP 21A** Cond.

■■■■ Section Complete ■■■■

Inoperative Items Table:

Isolated Door

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
Normal Track Speed	N/A	HSTS S.I.- Side Door Operation

■■■■ Checklist Complete ■■■■

DOOR CYCLING

Acela Abnormal Checklist

Condition: Door continues to recycle and fails to close and lock

Objective: Close and isolated Door

[1] Bottom Door Track.....Inspect.....**no FOREIGN Material** Cond.

Note (a) Do not use Emergency Handle to close Doors in **Step 2**. If Door is closed using **Emergency Handle**, Door will **fail** to respond to an Open command until **Side Door Reset Checklist (General)** has been executed (see **Section 6.5**) on this Door.

[2] Close Door.....**By Hand** Cond.

[3] Isolate Door.....Out of Service Lock.....**Rotate 270° to Isolate** Cond.

[4] Log Defects.....**Map 21A** Cond.

Inoperative Items Table:

Isolated Door

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
N/A	N/A	N/A

■■■■ Checklist Complete ■■■■

LOCKING OUT A DOOR

Acela Abnormal Checklist

Condition: Side Door is failing to respond to commands and will not respond to reset procedures.

Objective: Activation of Out of Service Lock (OSL) to isolate the door both mechanically and electrically.

Note (a) The **OSL** is located at the **bottom end** of the **side lock mechanism** of the Side Door. This device when activated and operating properly locks the Side Doors both mechanically and electrically.

[1] Insert Crew Switch.....**OUT OF SERVICE LOCK** Cond.

[2] Rotate Crew Key.....**270 Degrees** Cond.

Note (b) When the **OSL** is working properly, the latch of the mechanism should sit on the pin of the door. When the mechanism is fully engaged, the door cut-out LED on the DCS should also be illuminated.

Note (c) When using the Emergency Handle to open the door, if the **OSL** is **engaged**, the lock release on the bracket will disengage allowing manual opening of the door.

CAUTION! If the emergency handle is pulled while the OSL is being used, before disengaging the handle, you must disengage the OSL, otherwise it will result in irreversible damage of the mechanism.

[3] Log Defects.....**Map 21A** Cond.

Inoperative Items Table:

The door that was isolated

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
Normal Track Speed	N/A	N/A

■ ■ ■ ■ Checklist Complete ■ ■ ■ ■

LOSS OF DOOR CLOSED AND LOCKED SIGNAL

Acela Abnormal Checklist

TRAIN STATUS	
FRICITION BRAKES	ALL RELEASED
PARKING BRAKE	RELEASED
PANTOGRAPHS	-> ->
DOORS	OPEN
WHEELSLIP	NO
AUTHORIZATION	LEVEL 1

Condition: The Door closed and locked train line signal has been loss.
Propulsion has been disabled due to the signal loss.

Objective: To ensure Doors are closed and locked, and enable propulsion to take power.

[1] Ensure Doors are closed & locked..... **Physically check Doors** Cond.

[2] MFD-2.....**DEPRESS F6 until Doors**
is Highlighted Cond.

[3] Select Doors.....MFD-2.....**DEPRESS F7** Cond.

[4] Identify any Doors not closed & locked.....**MFD-2** Cond.

If Doors still not closed & locked:

▶▶ Door & Closed Bypass Switch.....**BYPASS** Engr.

**CAUTION! If the Door Closed & Lock Bypass Switch is in Bypass,
maximum train speed is 125 mph.**

[5] Log Defects.....**Map 100 and 21A** Engr./Cond.

▼ Continued on Next Page ▼

LOSS OF DOOR CLOSED AND LOCKED SIGNAL

Acela Abnormal Checklist

▼ LOSS OF DOOR CLOSED AND LOCKED SIGNAL ▼

Inoperative Items Table:

Loss door closed & lock train line

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
125 mph	N/A	HSTS S.I.- Defective Conditions Require 125 MPH Maximum Speed; HSTS S.I.- Side Door Operation

■■■■ Checklist Complete ■■■■

SIDE DOOR RESET PROCEDURE (GENERAL)

Acela Abnormal Checklist

Condition: Side Door fails to open and close on command.

Objective: Resume normal operation of Side Door.

- [1] Side Door Status.....**CLOSE** Cond.
- [2] Insert Crew Key.....**ISOLATED Position** Cond.
- [3] Lamp Test Button.....**Push to Reset** Cond.
- [4] Crew Key.....**Remove** Cond.
- [5] Insert Crew Key into Crew Switch....**Issue Local Close command** Cond.
- [6] Log Defects.....**Map 100** Cond.

Inoperative Items Table:

N/A

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
N/A	N/A	N/A

■■■■ Checklist Complete ■■■■

System

Fire Detection

Section 7

Table of Contents

Fire Detected (Power Car)-----7.1

Fire Detection (Supplement).....7.2

FIRE DETECTION (POWER CAR)

Acela Abnormal Checklist

FIRE DETECTED 20XX

Condition:	Fire has been detected in Aux or Central Block on Power Car listed in above Alarm.
Objective:	Inform Engineer of options available for Fire Suppression, ie. Automatic Mode or Manual Mode

Note (a)	It's up to the Engineer's discretion as to which mode to combat the fire with (Automatic or Manual).
-----------------	--

Note (b)	The following modes are specific to the Local Power Car (Not Train line)
-----------------	--

Automatic Mode:

- Don't acknowledge alarm by depressing **F7** or **F8** on **POD**
- Alarm will sound in Cab and Machine Space
- Fire Suppression System will activate in **2 minutes** after alarm appears on POD
- Once the **2 minute** timer has expired, system will wait another **30 seconds** before Fire Bottle discharges.
- The extra **30 seconds** allows Blowers to stop spinning prior to Fire Bottle discharge.
- **MCB** and **HEP Contactor** will **open** on both Power Cars automatically
- **On-Board Failure Detection TL** will open enforcing a **20 mph Speed Restriction**

Manual Mode:

- Acknowledge alarm by depressing **F7** or **F8** on **POD** OR depress "**FIRE SUPP INHIBIT**" button at the back panel behind Engineer's Seat. This will inhibit (**Turn OFF**) Fire Suppression System.
- This will allow the Engineer to perform a visual inspection of potential Fire **PRIOR** to activating Fire Suppression System .
- If there is a fire, activate Fire Suppression System by depressing "**FIRE SUPP INHIBIT**" button located at the back panel behind Engineer's Seat.
 - o Remove the seal.
 - o Lift Black Cover
 - o Depress **RED** button
- System will wait **30 seconds** before Fire Bottle discharges

▼ Continued on Next Page ▼

FIRE DETECTION (POWER CAR)

Acela Abnormal Checklist

▼ FIRE DETECTION (POWER CAR) ▼

Inoperative Items Table:

N/A

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
N/A	N/A	HSTS S.I.- Fire Suppression System

■ ■ ■ ■ Checklist Complete ■ ■ ■ ■

FIRE DETECTION (SUPPLEMENT)

Acela Abnormal Checklist

FIRE DETECTED 20XX

Condition: Fire suppression system has been activated.

Objective: Correctly follow the Supplemental Instructions for Fire Suppression.

WARNING! Water system should not be activated until it has been determined from the Power Director that catenary power has been turned off and all pantographs on the trainset have been lowered. The Fire Chief will determine when it is safe for the water suppression system to be activated. These instructions are not meant to supercede AMT-2, 2.704 instructions and AMT-2.704 should be followed.

Inoperative Items Table:

Trainset

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
N/A	N/A	N/A

■ ■ ■ ■ Checklist Complete ■ ■ ■ ■

System	Friction Brakes
Section 8	

Table of Contents

All Brakes Release Train Line Failure-----8.1

Locked Axle Alarm Not Clearing-----8.2

Parking Brake Mismatch (Red Indication)-----8.3

Penalty Application (Unable to Clear)-----▶▶ 2.1

Emergency Brake Applications (Multiple Times).....8.4

Parking Brake Status Unknown (on MFD-1 Train Status Block).....8.5

Pneumatic Back Up Active.....8.6

Wheel Slip Protection Unknown (on MFD-1 Train Status Block).....8.7

ALL BRAKES RELEASED TRAINLINE FAILURE

Acela Abnormal Checklist



MFD-1 Indication

Condition: Friction Brake Indication will not go to **RELEASED** and **Traction Effort** drops out after **3 seconds**.
Objective: Determine reason All Brakes Released TL is not complete.

- [1] Contact Dispatcher.....**REPORT CONDITION** Engr.
- [2] Parking Brake.....**APPLY** Engr.
- [3] ABCL.....**RELEASE**.....**BP = 110 psi...ER = 110 psi** Engr.
- [4] MFD-2... ..**DEPRESS F6 until Friction Brakes is Highlighted** Engr.
- [5] Select Friction Brakes.....MFD-2.....**DEPRESS F7** Engr.
- [6] No trapped air.....**CONFIRM**.....**BC = 0 to 6 psi** Engr.

If trapped air exists (BC greater than 6 psi):

►► Go to **Trapped Air** section **Page 8.1.2**.

Note (a) If no trapped air found (BC = 0 to 6 psi), then a Brake Cylinder Pressure Switch is stuck in the Open position preventing the Gray **ALL RELEASED** indication from appearing on **MFD-1** and causing Traction Effort to drop out.

▼ Continued on Next Page ▼

ALL BRAKES RELEASED TRAINLINE FAILURE

Acela Abnormal Checklist

▼ ALL BRAKES RELEASED TRAIN LINE FAILURE ▼

[7] ALL BRAKE RELEASED TL.....**BYPASS** Engr.

Note (b) Changing **ALL BRAKE RELEASED TL** switch to **BYPASS** position may not change **Friction Brake Status** indication to **ALL RELEASED** on MFD-1. However, the Bypass position will allow you to take Traction Effort.

[8] Contact Conductor.....**Position for Roll by** Engr.

[9] Perform Roll by..... Engr./Cond.

[10] Contact Dispatcher.....**REPORT CONDITION** Engr.

[11] Brake Test.....**Class II** Engr.

[12] Log Defects.....**Map 100 & 21A** Engr./Cond.

►► Trapped Air:

Identify Truck with Trapped Air.....**MFD-2 Friction Brake Status** Engr.

Cutout Truck with Trapped Air.....**Truck Cutout Mechanism** Engr.

Confirm Red X appears on affected Truck...**MFD-2 Friction Brake Status** Engr.

Confirm Level 3 Truck Cut Out Alarm.....**MFD-1** Engr.

Parking Brake.....**RELEASE** Engr.

ABCL.....**RELEASE** Engr.

Confirm Friction Brakes All Release....**MFD-2....Friction Brake Status Icon**

Changes from Yellow NOT RELEASE to Gray ALL RELEASED Engr.

▼ Continued on Next Page ▼

ALL BRAKES RELEASED TRAINLINE FAILURE

Acela Abnormal Checklist

▼ ALL BRAKES RELEASED TRAIN LINE FAILURE ▼

Contact Conductor.....**Position for Roll by** Engr.

Perform Roll by..... Engr./Cond.

Brake Test.....**CLASS II** Engr./Cond.

Contact Dispatcher.....**REPORT CONDITION** Engr.

Log Defects.....**Map 100 & 21A** Engr./Cond.

■■■■ Section Complete ■■■■

Inoperative Items Table:

N/A

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
N/A	Class II	N/A

■■■■ Checklist Complete ■■■■

LOCKED AXLE ALARM NOT CLEARING

Acela Abnormal Checklist

LOCKED AXLE XX YYYY

Condition: **Locked Axle** Alarm fails to clear.

Objective: Clear **Locked Axle** Alarm.

[1] Choose One:

◆ **Locked Axle on Lead Power Car:**

▶▶ Go to Step 2

◆ **Locked Axle on Coach or Trail Power Car:**

▶▶ Go to Coach Car or Power Car section **Page 8.2.2**

[2] CMU Breaker (Lead Power Car).....**OPEN then CLOSE** Engr.

Note (a) Once CMU Breaker has been cycled, all of the alarms will disappear and train status will display unknown for 90 seconds. Once CMU has rebooted, alarms will return and train status indications will return.

[3] BCC Breaker.....**OPEN then CLOSE** Engr.

[4] Wheel Slip Ctrl Computer.....**OPEN then CLOSE** Engr.

CAUTION! Obtain proper protection before proceeding to Step 5 below.

[5] Perform roll-by inspection.....**Affected Axle** Cond.

▼ Continued on Next Page ▼

LOCKED AXLE ALARM NOT CLEARING

Acela Abnormal Checklist

▼ LOCKED AXLE ALARM NOT CLEARING ▼

[6] Choose One:

◆ Alarm does **NOT** return:

▶▶ **Proceed at Normal Track Speed**..... Engr.

◆ Alarm returns:

▶▶ **Refer to AMT-3**..... Engr.

[7] Log Defects.....**MAP 100 & 21A** Engr./Cond.

▶▶ **Coach Car or Trail Power Car:**

Confirm which Car has the Locked Axle.....**MFD-1 Alarm Box** Engr.

Contact Conductor.....**Car Number of Locked Axle Alarm** Engr.

Car Monitoring Unit (Breaker).....**OPEN then CLOSE** Cond.

Wheel Slip CTR Computer (Breaker).....**OPEN then CLOSE** Cond.

Detection of non-rotating Axle (Breaker).....**OPEN then CLOSE** Cond.

Note (b) After **90 seconds**, alarm should not reappear once CMU has rebooted.

CAUTION! Obtain proper protection before proceeding to next step

Perform roll-by inspection.....**Affected Axle** Cond.

▼ **Continued on Next Page** ▼

LOCKED AXLE ALARM NOT CLEARING

Acela Abnormal Checklist

▼ LOCKED AXLE ALARM NOT CLEARING ▼

Choose One:

◆ Alarm does not return

▶▶ Proceed at Normal Track Speed..... Engr.

◆ Alarm returns

▶▶ Refer to AMT-3..... Engr.

Log Defects.....MAP 100 & 21A Engr./Cond.

■■■■ Section Complete ■■■■

Inoperative Items Table:

If locked axle alarm fails to clear it's the friction brake speed sensor or it's a real locked axle. If it's a real locked axle, cut out brakes using Truck Equipment Cutout Cock (TECC) of Truck with effective axle.

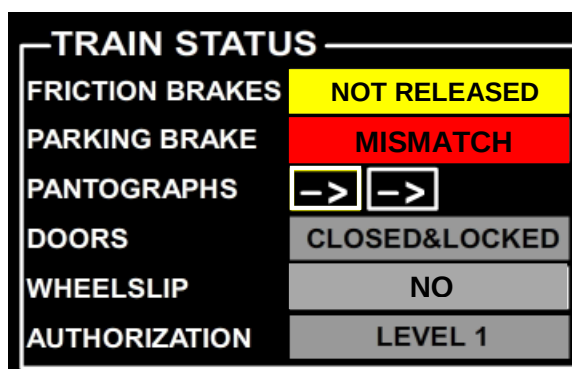
Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
Normal Track Speed if alarm does not reappear during roll-by inspection.	N/A	AMT-3 Pass. En-Route Movement Restrictions; SGRFN Locked Axle Alarm on HSTS

■■■■ Checklist Complete ■■■■

PARKING BRAKE MISMATCH (RED INDICATION)

Acela Abnormal Checklist



Condition: There is a disagreement between the actual Parking Brake position and the command given.

Objective: Release Parking Brakes and get Train on the move

[1] Stop Train.....**SOON AS SAFE HANDLING WILL PERMIT** Engr.

[2] Contact Dispatcher...**MILE POST, TRACK NUMBER, CONDITION** Engr.

[3] Parking Brake.....**APPLY and RELEASE** Engr.

IF Step 3 corrects the abnormal situation:

►► Go to STEP 21..... Engr.

[4] ABCL.....**FULL SERVICE** Engr.

[5] Parking Brake.....**RELEASE** Engr.

[6] MFD-2.....**DEPRESS F6 Status** Engr.

[7] MFD-2.....**DEPRESS F6, Friction Brakes** Engr.

[8] MFD-2.....**DEPRESS F7, Select Friction Brake** Engr.

[9] Id Car with Parking Brake Applied....**MFD-2.....Friction Brake Status** Engr.

▼ Continued on Next Page ▼

PARKING BRAKE MISMATCH (RED INDICATION)

Acela Abnormal Checklist

▼ PARKING BRAKE MISMATCH ▼ (RED INDICATION)

[10] Contact Conductor.....**Report Affected Car** Engr.

WARNING! Because crew member must be on the ground, obtain proper protection before proceeding to Step 11 below.

[11] Identify End of Car blowing air (A or B end)..... Cond.

[12] PBCC.....Brake Manifold.....**Close Valve** Cond.

Note (a) Once Parking Brake Cutout Cock (PBCC) has been closed, air will stop venting under Car. **Be aware** that the **Non-Affected Truck's Parking Brake** will **automatically apply** once the PBCC has been closed.

[13] Non-Affected Truck....Parking Brake Cut Out Levers (2)....**Activate** Cond.

Note (b) Ensure both Parking Brake Cut Out Levers (Left Hand Side and Right Hand Side) are activated on the **Non-Affected Truck**. When the Parking Brake Cut Out Lever is activated, a loud ratcheting sound is heard.

[14] Affected Truck.....Parking Brake Cut Out Levers (2).....**Activate** Cond.

Note (c) Ensure both Parking Brake Cut Out Levers (Left Hand Side and Right Hand Side) are activated on the **Affected Truck**. When the Parking Brake Cut Out Lever is activated, a loud ratcheting sound is heard.

[15] Affected Truck.....Truck Cut Out.....**Activate** Cond.

Note (d) It takes approximately 40 seconds to bleed all Brake Cylinder Pressure from affected Truck.

[16] Ensure Parking and Friction Brakes to affected Truck are released Cond.

Note (e) Gold Plunger is **OUT**, Red Plunger is **IN** once Truck was cut-out. Perform visual inspection to ensure **Brake Rigging** is **LOOSE** against friction surface (ensure Brakes are not applied on Axle).

▼ Continued on Next Page ▼

PARKING BRAKE MISMATCH (RED INDICATION)

Acela Abnormal Checklist

▼ PARKING BRAKE MISMATCH ▼ (RED INDICATION)

CAUTION! If Parking Brake Canister is destroyed or missing, then Slack Adjuster must be backed off by the Mechanical Department

Note (f) On MFD-2, affected Truck will show a **CUTOUT** indication and Parking Brake will still show **APPLIED** on affected Car.

[17] All Brakes Release TL.....**BYPASS** Engr.

[18] Brake Test.....**Class II** Engr.

[19] Perform Roll By inspection on affected Car..... Engr./Cond.

Note (g) Ensure all Wheels on affected Car are rotating freely.

[20] Maximum Authorized Speed.....**Normal Track Speed** Engr.

Note (h) Friction Brake Status block will display a Yellow **NOT RELEASED** icon. Parking Brake Status will display a Red **MISMATCH** Icon. On MFD-2 Friction Brake Status page, Parking Brake will still show **APPLIED** on affected Car.

[21] Log Defects.....**Map 100** Engr.

Inoperative Items Table:

Parking Brake and Truck on Affected Car

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
Normal Track Speed	Class II	AMT-3 6.2.3 Air Brake En Route Movement Res.

■■■■■ Checklist Complete ■■■■■

EMERGENCY BRAKE APPLICATIONS (MULTIPLE TIMES)

Acela Abnormal Checklist

EMERG. CANNOT CHARGE BP

Condition: Train is experiencing multiple (2 or more, back to back) unknown **Emergency Brake Applications**.

Objective: Eliminate unknown **Emergency Brake Applications**.

[1] Parking Brake.....**APPLY** Engr.

[2] Emergency Magnet Valve, Lead Power Car.....**CUT OUT** Engr.

Note (a) Action Item 2 will produce a new level 3 Alarm "**EMERG C/O 20XX**".

Note (b) If Lead Power Car was source of Alarm, no further action will be required.

If Unknown Emergency continues to happen after above actions:

►► Emergency Magnet Valve, Trail Power Car.....**CUT OUT** Engr.

[3] Log Defects.....**MAP 100** Engr.

Inoperative Items Table:

Emergency Magnet Valve

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
Normal Track Speed	Class II	N/A

■■■■ Checklist Complete ■■■■

PARKING BRAKE OR WHEEL SLIP STATUS UNKNOWN

Acela Abnormal Checklist

TRAIN STATUS	
FRICTION BRAKES	ALL RELEASED
PARKING BRAKE	UNKNOWN
PANTOGRAPHS	-> ->
DOORS	CLOSED&LOCKED
WHEELSLIP	UNKNOWN
AUTHORIZATION	LEVEL 1

Condition: A CMU or a Wheel Slip Control Computer is Offline

Objective: Reset the Offline CMU or Wheel Slip Control Computer

[1] Choose One:

◆ Parking Brake Status is Unknown:

▶▶ Go to Step 2

◆ Wheel Slip Status is Unknown:

▶▶ Go to Friction Brake Status section on **Page 8.7.2**

[2] MFD-2.....DEPRESS F6 Until Monitoring is Highlighted Engr.

[3] Check Monitoring-Status.....CMU White Icon Engr.

[4] Contact Conductor.....Report Affected Car Engr.

[5] CMU Breaker of affected Car.....OPEN Cond.

[6] Wait.....30 Seconds Cond.

▼ Continued on Next Page ▼

PARKING BRAKE OR WHEEL SLIP STATUS UNKNOWN

Acela Abnormal Checklist

▼ PARKING BRAKE OR WHEEL SLIP STATUS UNKNOWN ▼

[7] CMU Breaker.....CLOSE Cond.

[8] Verify Parking Brake Status returns within **2 Minutes**.....MFD-1 Engr.

►► Friction Brake Status:

MFD-2.....Depress F6 until Friction Brakes is Highlighted Engr.

MFD-2.....Depress F7 Engr.

Check Friction Brake Status.....WSSC White Icon Engr.

Contact Conductor.....Report Affected Car Engr.

WSSC Breaker of affected Car.....OPEN Cond.

Wait.....30 Seconds Cond.

WSSC Breaker of affected Car.....CLOSE Cond.

Verify WSSC Status display returns within **2 Minutes**.....MFD-1 Engr.

■■■■ Section Complete ■■■■

Inoperative Items Table:

N/A

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
Normal Track Speed	N/A	N/A

■■■■ Checklist Complete ■■■■

PNEUMATIC BACK UP ACTIVE

Acela Abnormal Checklist

PNEUMATIC BACK UP ACTIVE 20XX

Condition: Friction Brakes System is no longer in Computer Control Mode. As a consequence, dynamic brake is disabled in both Power Cars. Equalizing Reservoir is being controlled by the mechanical regulator inside the ABCL.

Objective: Keep Train running to final destination.

Note (a) **Dynamic Brake** is **disabled** in **BOTH** Power Cars and Equalizing Reservoir is being controlled by the Mechanical Regulator inside the ABCL.

[1] Keep Train running to final destination..... Engr.

Inoperative Items Table:

N/A

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
N/A	N/A	N/A

■■■■ Checklist Complete ■■■■

WHEEL SLIP OR PARKING BRAKE STATUS UNKNOWN

Acela Abnormal Checklist

TRAIN STATUS	
FRICTION BRAKES	ALL RELEASED
PARKING BRAKE	UNKNOWN
PANTOGRAPHS	-> ->
DOORS	CLOSED&LOCKED
WHEELSLIP	UNKNOWN
AUTHORIZATION	LEVEL 1

Condition: A CMU or a Wheel Slip Control Computer is Offline

Objective: Reset the Offline CMU or Wheel Slip Control Computer

[1] Choose One:

◆ Parking Brake Status is Unknown:

▶▶ Go to Step 2 Below

◆ Wheel Slip Status is Unknown:

▶▶ Go to Friction Brake Status section on **Page 8.7.2**

[2] MFD-2.....DEPRESS F6 Until Monitoring is Highlighted Engr.

[3] Check Monitoring-Status.....CMU White Icon Engr.

[4] Contact Conductor.....Report Affected Car Engr.

[5] CMU Breaker of affected Car.....OPEN Cond.

[6] Wait.....30 Seconds Cond.

▼ Continued on Next Page ▼

WHEEL SLIP OR PARKING BRAKE STATUS UNKNOWN

Acela Abnormal Checklist

▼ WHEEL SLIP OR PARKING BRAKE STATUS UNKNOWN ▼

[7] CMU Breaker.....CLOSE Cond.

[8] Verify Parking Brake Status returns within **2 Minutes**.....MFD-1 Engr.

►► Friction Brake Status:

MFD-2.....Depress F6 until Friction Brakes is Highlighted Engr.

MFD-2.....Depress F7 Engr.

Check Friction Brake Status.....WSSC White Icon Engr.

Contact Conductor.....Report Affected Car Engr.

WSSC Breaker of affected Car.....OPEN Cond.

Wait.....30 Seconds Cond.

WSSC Breaker of affected Car.....CLOSE Cond.

Verify WSSC Status display returns within **2 Minutes**.....MFD-1 Engr.

■■■■ Section Complete ■■■■

Inoperative Items Table:

N/A

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
Normal Track Speed	N/A	N/A

■■■■ Checklist Complete ■■■■

System

Galley

Section 9

Table of Contents

Placeholder

System	HVAC
	Section 10

Table of Contents

No Cooling or Heating (Coach or Power Car).....	10.1
---	------

NO COOLING OR HEATING (COACH OR POWER CAR)

Acela Abnormal Checklist

Condition: HVAC fails to provide cooling or heating in a Power Car or Coach Car

Objective: Reestablish heating or cooling function

[1] Choose One:

◆ Power Car fails to cool or heat:

▶▶ Go to Power Car HVAC section Below

◆ Coach Car fails to cool or heat:

▶▶ Go to Coach Car HVAC section on Page 10.1.2

▶▶ Power Car HVAC:

72V HVAC Control Breaker.....**OFF then ON** Engr.

IF MCB has opened on Lead Power Car and fails to close:

Stop Train.....**SOON AS SAFE HANDLING WILL PERMIT** Engr.

Contact Dispatcher.....**MILE POST, TRACK NUMBER, CONDITION** Engr.

Parking Brake.....**APPLY** Engr.

Panto Selector Switch (Lead Power Car).....**OFF** Engr.

HEP Switch.....**Toggle ON Twice** Engr.

Note (a) The following steps will confirm HEP Contactor is now closed on Lead Power Car. HVAC, Cab Heat and Main Air Compressor should now be in operation on Lead Power Car.

▼ Continued on Next Page ▼

NO COOLING OR HEATING (COACH OR POWER CAR)

Acela Abnormal Checklist

▼ NO COOLING OR HEATING ▼ (COACH OR POWER CAR)

Confirm HEP Contactor Closed on Lead Power Car: Engr.

a) MFD-2.....**DEPRESS F6**, Status

b) MFD-2.....**DEPRESS F7**, Select Propulsion

c) HEP Contactor.....**CONFIRM**.....Yellow

Log Defects.....**Map 100** Engr.

■■■■ Section Complete ■■■■

►► Coach Car HVAC:

HVAC Control A 72V Breaker.....**OFF then ON** Cond.

HVAC Control B 72V Breaker.....**OFF then ON** Cond.

Temperature Control Switch (TCS).....**Not in LAYOVER** Cond.

HVAC Unit A 480V AC Breaker.....**NOT TRIPPED** Cond.

HVAC Unit B 480V AC Breaker.....**NOT TRIPPED** Cond.

Emergency Blower Fan Switches (A & B End).....**ON Position** Cond.

Floor Heat 1 480V AC.....**NOT TRIPPED** Cond.

▼ Continued on Next Page ▼

NO COOLING OR HEATING (COACH OR POWER CAR)

Acela Abnormal Checklist

▼ NO COOLING OR HEATING ▼ (COACH OR POWER CAR)

Floor Heat 2 480V AC.....NOT TRIPPED Cond.

Log Defects.....Map 100 Engr.

■■■■ Section Complete ■■■■

Inoperative Items Table:

N/A

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
Normal Track Speed	N/A	N/A

■■■■ Checklist Complete ■■■■

System	Lighting
	Section 11

Table of Contents

Placeholder

System	Monitoring
	Section 12

Table of Contents

Alarms Not Available \ Train Status Unknown-----12.1

CMU Offline.....▶▶ 8.5

ALARMS NOT AVAILABLE \ TRAIN STATUS UNKNOWN

Acela Abnormal Checklist

ALARMS NOT AVAILABLE

Condition: **Car Monitoring Unit (CMU) is offline in Lead Power Car.** Vital systems including Propulsion and Friction Brakes are still operating normally.

Objective: Reset CMU in Lead Power Car to enable alarms and train status block to broadcast their proper indications.

Note (a) If you decide to reset the CMU, it should be done at the next Station stop. Making an unscheduled stop to reset a CMU is **not** recommended.

[1] Parking Brake.....**APPLY** Engr.

[2] Car Monitoring Unit Circuit Breaker.....**Off, Wait 10 Seconds, ON** Engr.

Note (b) It takes **90 seconds** for the alarms to reappear once the circuit breaker is placed on the **ON** position. Once alarms reappear, Pantograph indications will be displayed in the **DOWN** position. It takes another **20 seconds** to correctly display Pantograph status.

[3] Log Defects.....**Map 100** Engr.

Inoperative Items Table:

CMU if cycling the Circuit Breaker failed to restore operation.

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
Normal Track Speed	N/A	N/A

■■■■ Checklist Complete ■■■■

System	Pantograph
	Section 13

Table of Contents

Broken Pantograph on Trail Power Car-----	13.1
How Configure Propulsion for (Snow Plan Operations).....	13.2
Operation With Lead Power Car Only.....	13.3

BROKEN PANTOGRAPH ON TRAIL POWER CAR

Acela Abnormal Checklist

PANTO F or R BROKEN 20XX

MAIN CB OPEN 20XX

Pantograph Indication

Trail Power Car



Condition: Broken Pantograph on Trail Power Car.

Objective: Quickly Evaluate Pantograph Condition.

[1] Stop Train.....**SOON AS SAFE HANDLING WILL PERMIT** Engr.

[2] Contact Dispatcher...**MILE POST, TRACK NUMBER, CONDITION** Engr.

[3] PARKING BRAKE.....**APPLY** Engr.

[4] Inspect BROKEN PANTOGRAPH Engr.

a) Pantograph and Catenary.....**NOT ENTAGLED**

b) Pantograph.....**NOT INVERTED**

c) Pantograph End Horn.....**SEATED IN CRADLE**

If inverted **or** entangled **or** broken arm:

►► **TERMINATE TRAIN**..... Engr.

If unsure of other Pantograph's condition:

►► Go to **Unsure of Pantograph Condition** section **Page 13.1.4**

▼ **Continued on Next Page** ▼

BROKEN PANTOGRAPH ON TRAIL POWER CAR

Acela Abnormal Checklist

▼ BROKEN PANTOGRAPH ON TRAIL POWER CAR ▼

[5] Air Supply to BROKEN PANTOGRAPH.....**CUTOUT** Engr.

[6] Select Alternate PANTOGRAPH.....**FRONT or REAR** Engr.

Note (a) If pantograph is not reconfigured, keep pantograph selector in position (front or rear) when pantograph was broken. This will allow main air compressor in this car to operate.

If Pantograph **fails** to **Raise**:

►► Go to **Pantograph Fails to Raise** section **Page 13.1.4**

CAUTION! Step 7 is required to ensure HEP has been reestablished

[7] HEP Switch (Lead PC).....Toggle **Off** then **ON**, Eng

[8] Confirm HEP Established:.....Engr.

a) MFD-2.....**DEPRESS F7**, Next Car

b) Confirm.....**HEP CONTACTOR IS YELLOW**

[9] Contact Dispatcher.....**REPORT STATUS** Engr.

[10] Log Defects.....**Map 100** Engr.

▼ Continued on Next Page ▼

BROKEN PANTOGRAPH ON TRAIL POWER CAR

Acela Abnormal Checklist

▼ BROKEN PANTOGRAPH ON TRAIL POWER CAR ▼

► ► Unsure of Pantograph Condition:

PANTOGRAPH SELECTOR (Trail Power).....**Front or Rear** Engr.
HEP SWITCH (Lead Power Car).....**TOGGLE ON TWICE** Engr.
Contact Dispatcher.....**REPORT CONDITION** Engr.
Roof Inspection & Secure Pantograph.....**CLASS A EMPLOYEE**
Log all defects.....**Map 100** Engr.

■■■■ Section Complete ■■■■

► ► Pantograph Fails to Raise:

MCB (Lead Power Car).....**OPEN** Engr.
PANTO-DOWN Button (Lead Power Car).....**DEPRESS**
PUSH BUTTON Engr.
PANTO-DOWN Button.....**DEPRESS PUSHBUTTON AGAIN** Engr.
PANTO-UP Button.....**DEPRESS TO RAISE PANTO** Engr.
MCB Switch.....**AUTO** Engr.
Log all defects.....**Map 100** Engr.

■■■■ Section Complete ■■■■

Inoperative Items Table:

Broken Pantograph that generated Broken Pantograph Alarm
--

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
Normal Track Speed	N/A	SGRFN 34

■■■■ Checklist Complete ■■■■

HOW TO CONFIGURE PROPULSION FOR (SNOW PLAN OPERATIONS)

Acela Abnormal Checklist

Condition: Transitioning from Normal Operation to operating with Lead Power Car only (Lead Power Car providing BOTH **HEP** AND **Traction Effort**). Trail Power Car MCB will be open AND Pantograph will be down once Checklist is completed.

Objective: Configure AND Operate with Lead Power Car **ONLY**

Note (a) This Checklist is only valid when MPUs are synchronized. This Checklist is not applicable if TS FIP Loss is present on this Equipment. Refer to TS FIP Loss Checklist if equipment is in TS FIP Loss condition.

- [1]** Parking Brake.....**APPLY** Engr.
- [2]** Panto Selector Lead Power Car.....**Front or Rear** Engr.
- [3]** Panto Selector (Trail Power Car).....**OFF Position** Engr.
- [4]** Panto Up Button.....**DEPRESS** Engr.
- [5]** Panto Position.....**Confirm**.....**UP** Engr.
- [6]** MCB Switch.....**AUTO** Engr.
- [7]** HEP Switch.....**Toggle ON Twice** Engr.

▼ Continued on Next Page ▼

HOW TO CONFIGURE PROPULSION FOR (SNOW PLAN OPERATIONS)

Acela Abnormal Checklist

▼ OPERATION WITH LEAD POWER CAR ONLY ▼

[8] Confirm HEP Transferred to Lead Power: Engr.

a) MFD-2..... **DEPRESS F6** Status

b) MFD-2.....**DEPRESS F7**, Select Propulsion

c) HEP Contactor.....**CONFIRM**.....**Yellow**

[9] Confirm HEP Contactor (Closed on Trail Power Car): Engr.

a) MFD-2.....**DEPRESS F7**, Next Car

b) Confirm.....**HEP CONTACTOR IS YELLOW**

Note (b) During Normal Operation, each time **MCB OPENS** and then **CLOSEs**, HEP Switch needs to be toggled to the **ON** position twice to ensure HEP Contactor **closes** in BOTH Power Cars. This ensures HEP TL is available and both Air Compressors are operational.

[10] Log Defects.....**Map 100** Engr.

Inoperative Items Table:

Trail Power Car (No Traction Effort)

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
Normal Track Speed	N/A	N/A

■■■■ Checklist Complete ■■■■

OPERATION WITH LEAD POWER CAR ONLY

Acela Abnormal Checklist

Condition: Transitioning from Normal Operation to operating with Lead Power Car only (Lead Power Car providing BOTH **HEP** AND **Traction Effort**). Trail Power Car MCB will be open AND Pantograph will be down once Checklist is completed.

Objective: Configure AND Operate with Lead Power Car **ONLY**

Note (a) This Checklist is only valid when **MPUs** are **synchronized**. This Checklist is **not applicable** if **TS FIP Loss** is present on this Equipment. Refer to TS FIP Loss Checklist in **Section 16.2** if equipment is in TS FIP Loss condition.

- [1] Parking Brake.....**APPLY** Engr.
- [2] Panto Selector (Trail Power Car).....**OFF Position** Engr.
- [3] Panto Selector Lead Power Car.....**FRONT** or **REAR** Engr.
- [4] Panto Up Button.....**DEPRESS** Engr.
- [5] Panto Position.....Confirm.....**UP** Engr.
- [6] HEP Switch.....**Toggle ON Twice** Engr.

▼ Continued on Next Page ▼

OPERATION WITH LEAD POWER CAR ONLY

Acela Abnormal Checklist

▼ OPERATION WITH LEAD POWER CAR ONLY ▼

[7] Confirm HEP Transferred to Lead Power: Engr.

- a) MFD-2..... **DEPRESS F6** Status
- b) MFD-2.....**DEPRESS F7**, Select Propulsion
- c) HEP Contactor.....**CONFIRM**.....**Yellow**

[8] Confirm HEP Contactor (Closed on Trail Power Car): Engr.

- a) MFD-2.....**DEPRESS F7**, Next Car
- b) Confirm.....**HEP CONTACTOR IS YELLOW**

Note (b) During Normal Operation, each time **MCB OPENS** and then **CLOSEs**, HEP Switch needs to be toggled to the **ON** position **twice** to ensure HEP Contactor **closes** in BOTH Power Cars. This ensures HEP TL is available and both Air Compressors are operational.

[9] Log Defects.....**Map 100** Engr.

Inoperative Items Table:

Trail Power Car (No Traction Effort)

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
Normal Track Speed	N/A	SGRFN Operation with Lead Power Car Only/ Trail Power Car Only

■■■■ Checklist Complete ■■■■

System	Passenger Entertainment
	Section 14

Table of Contents

Placeholder

System	Passenger Information
	Section 15

Table of Contents

Placeholder

System	Propulsion
	Section 16

Table of Contents

MCB Fails to Close after Dead Section (Lead or Trail PC)-----16.1

Train Set FIP Loss-----16.2

50% Traction Power Loss on Lead Power Car (Snow Plan Operation).....16.3

How Configure Propulsion for (Snow Plan Operations).....▶▶ 13.2

MCB Fails to Close on Lead Power Car (Snow Plan Operations).....16.4

Operation With Lead Power Car Only.....▶▶ 13.3

Trail Power Car Stuck in Regenerative Brake.....16.5

Won't Take Traction Power.....16.6

Low Transformer Oil Alarm.....16.7

AC Hold – How To Recover-----16.8

AC Hold – How To Configure-----16.9

MCB FAILS TO CLOSE AFTER DEAD SECTION (LEAD OR TRAIL PC)

Acela Abnormal Checklist

MAIN CB OPEN 20XX

Condition: MCB failed to close Lead or Trail Power Car.

Objective: Attempt to close MCB and re-establish HEP.

[1] Choose One:

◆ Lead Power Car:

▶▶ Go to Step 2

◆ Trail Power Car:

▶▶ Go to MCB Open on TRAIL Power Car section Page 16.1.2

[2] MCB Switch.....**OPEN then AUTO** Engr.

Note (a) If MCB fails to close after step 2, wait 30 seconds before proceeding to step 3.

[3] MCB Switch.....**OPEN then AUTO** Engr.

[4] Choose One:

◆ MCB Closes:

▶▶ **Proceed at Normal Track Speed**..... Engr.

◆ MCB remains **Open**:

▶▶ Go to MCB Remains Open on LEAD Power Car section Page 16.1.2

[5] Log Defects.....**MAP 100** Engr.

▼ Continued on Next Page ▼

MCB FAILS TO CLOSE AFTER DEAD SECTION (LEAD OR TRAIL PC)

Acela Abnormal Checklist

▼ MCB FAILS TO CLOSE AFTER DEAD SECTION (LEAD OR TRAIL PC) ▼

▶▶ MCB Remains OPEN on Lead Power Car:

Pantograph Selector.....**Same Position, Front or Rear** Engr.

HEP Switch (Lead Power Car).....**Toggle ON Twice** Engr.

Note (b)	HEP contactor is now closed on Lead Power Car allowing main compressor and HVAC systems to operate.
-----------------	---

Log Defects.....**MAP 100** Engr.

■■■■ Section Complete ■■■■

▶▶ MCB Open on TRAIL Power Car:

MCB Switch.....**OPEN then AUTO** Engr.

Pantograph Selector.....**Front or Rear** Engr.

Log Defects.....**MAP 100** Engr.

■■■■ Section Complete ■■■■

▼ Continued on Next Page ▼

MCB FAILS TO CLOSE AFTER DEAD SECTION (LEAD OR TRAIL PC)

Acela Abnormal Checklist

▼ MCB FAILS TO CLOSE AFTER DEAD SECTION (LEAD OR TRAIL PC) ▼

Inoperative Items Table:

If MCB fails to close, no traction on that power car

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
N/A	N/A	N/A

■ ■ ■ ■ Checklist Complete ■ ■ ■ ■

TRAIN SET FIP LOSS

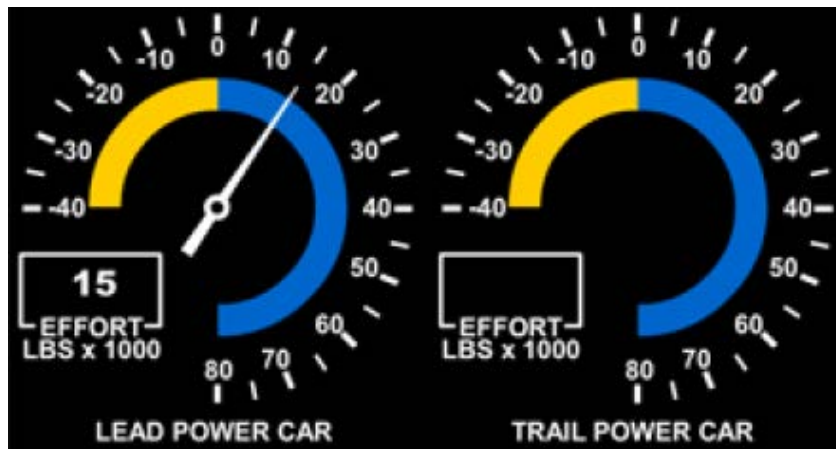
Acela Abnormal Checklist

MAIN CB OPEN 20XX

Trail Power Car generates above alarm



Pantograph on Trail Power Car reporting down



Traction Effort Needle has vanished on Trail Power Car

Condition:	Above visual cues confirm a Train Set FIP loss has occurred. Propulsion system will automatically drop pantograph on trail power car. Lead power car is producing traction effort and supplying HEP. No pantograph inspection is required. Only stop train if a low main resolver penalty develops or an order to reset FIP network (resynchronize the MPUs) is issued.
Objective:	Respond to a TS FIP Loss and IF required quickly reestablish MPU synchronization using best methods for revenue service conditions.

- [1] Contact Dispatcher...**MILE POST, TRACK NUMBER, CONDITION** Engr.
- [2] Train Speed.....**NORMAL TRACK SPEED** Engr.

Note (a) Lead Power Car is providing HEP

If Low Main Reservoir Penalty develops **or** resynchronization is required:

►► Go to **Resynchronization Method #1** section **Page 16.2.2**

▼ **Continued on Next Page** ▼

TRAIN SET FIP LOSS

Acela Abnormal Checklist

▼ TRAIN SET FIP LOSS ▼

[3] Log Defects..... **Map 100** Engr.

►► Resynchronization Method #1:

Stop Train.....**As Soon as Safe Train Handling will Permit** Engr.

Parking Brake.....**APPLY** Engr.

Speedometer.....**CONFIRM**.....**0 mph** Engr.

Brake Valve Cut Out Switch.....**OUT** Engr.

MCB Switch.....**OPEN** Engr.

Pantograph Down Push Button.....**Depress, Depress Again** Engr.

CAUTION! Next action may lock Reverser in OFF position. IF Reverser locks ►►Go to Resynchronization Method #2

Reverser.....**OFF** Engr.

Wait.....**60 Seconds** Engr.

Note (b) Must wait full 60 seconds for MPUs to synchronize.

Reverser.....**NEUTRAL** Engr.

If Reverser Locks Out:

►►Go to Resynchronization Method #2 section **Page 16.2.4**

PANTO-UP Push Button.....**DEPRESS** Engr.

▼ Continued on Next Page ▼

TRAIN SET FIP LOSS

Acela Abnormal Checklist

▼ TRAIN SET FIP LOSS ▼

MCB Switch.....**AUTO** Engr.

Note (c)

When MCB closes, wait a few minutes, allow Main Reservoir to build up to 140 psi before performing Class II brake test.

Contact Dispatcher.....**Report Results \ Status** Engr.

Log Defects.....**Map 100** Engr.

■■■■ Section Complete ■■■■

TRAIN SET FIP LOSS

Acela Abnormal Checklist

▼TRAIN SET FIP LOSS ▼

►► Resynchronization Method #2:

CAUTION! This method requires all pantographs down and no active cab (reverser OFF in both cabs)

Note (d) This method requires a person in each power car. Restoring MPU power must happen at the same time in both power cars.

MPU 1 & 2 Circuit Breakers (Lead & Trail PC).....**OFF** Engr.
Wait.....**60 Seconds** Engr.
MPU 1 & 2 Circuit Breakers (Lead & Trail PC).....**ON** Engr.
Wait.....**60 Seconds** Engr.
Reverser (Lead Power Car).....**Neutral** Engr.
PANTO UP Push Button.....**DEPRESS** Engr.
MCB Switch.....**AUTO** Engr.

Note (e) When MCB closes, wait a few minutes, allow Main Reservoir to build up to 140 psi before performing Class II brake test.

Contact Dispatcher.....**Report Results \ Status** Engr.
Log Defects.....**Map 100** Engr.

■■■■ Section Complete ■■■■

▼Continued on Next Page▼

TRAIN SET FIP LOSS

Acela Abnormal Checklist

▼TRAIN SET FIP LOSS ▼

Inoperative Items Table:

Trail Power Car offline if resynchronization was not restored

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
Normal Track Speed	Class II	N/A

■ ■ ■ ■ Checklist Complete ■ ■ ■ ■

50% TRACTION POWER LOSS ON LEAD POWER CAR (SNOW PLAN OPERATION)

Acela Abnormal Checklist

Condition:	MCB is open and will not close on Lead Power Car during Snow Plan Operation (due to Propulsion failure) at risk of Low Main Reservoir Penalty and Cab Heat is inoperative on Lead Power Car.
Objective:	Configure Lead Power Car to enable Main Air Compressor and Cab Heat operation

- [1] Stop Train.....**SOON AS SAFE HANDLING WILL PERMIT** Engr.
- [2] Parking Brake.....**APPLY** Engr.
- [3] MCB Switch.....**OPEN** Engr.
- [4] Panto Selector Switch **Trail** Power Car.....**FRONT** or **REAR** Engr.
- [5] Panto Selector Switch **Lead** Power Car.....**OFF** Engr.
- [6] Panto Up Button.....**DEPRESS** Engr.
- [7] Panto Position.....**CONFIRM**.....**UP** Engr.
- [8] MCB Switch.....**AUTO** Engr.

Note (a) It may take 20 or 30 seconds for MCB to close after moving switch to AUTO position. Once MCB closes, wait another **20 seconds** before completing following actions.

- [9] HEP Switch.....**Toggle Switch Twice to ON Position** Engr.

▼ Continued on Next Page ▼

50% TRACTION POWER LOSS ON LEAD POWER CAR (SNOW PLAN OPERATION)

Acela Abnormal Checklist

▼ 50% TRACTION POWER LOSS ON LEAD POWER CAR ▼ (SNOW PLAN OPERATION)

[10] Confirm HEP Contactor on **Lead** Power Car Engr.

a) MFD-2.....**DEPRESS F8**, Status

b) MFD-2.....**DEPRESS F7**, Select Propulsion

c) HEP Contact.....**Confirm**.....**Yellow**, **Lead** Power Car

Note (b) Cab Heat and Main Air Compressor in **Lead** Power Car should now be operational.

CAUTION! While operating in this configuration every time MCB opens then closes, you need to toggle HEP switch to on position twice to ensure HEP contact will close again on Lead Power Car.

[11] Log Defects.....**Map 100** Engr.

Inoperative Items Table:

Traction Effort on Lead Power Car Disabled

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
Normal Track Speed	N/A	N/A

■■■■ Checklist Complete ■■■■

MCB FAILS TO CLOSE ON LEAD POWER CAR (SNOW PLAN OPERATIONS)

Acela Abnormal Checklist

MAIN CB OPEN 20XX

Condition:	MCB in Lead Power Car failed to close during Snow Plan Operation (Trail Power Car MCB Open)
Objective:	Configure Lead Power Car as Cab Car and Rear Power Car providing Traction Effort and HEP.

- [1] Stop Train.....**SOON AS SAFE HANDLING WILL PERMIT** Engr.
- [2] Contact Dispatcher.....**MILE POST, TRACK NUMBER, CONDITION** Engr.
- [3] Parking Brake.....**APPLY** Engr.
- [4] MCB Switch.....**OPEN** Engr.
- [5] PANTO-DOWN Button.....**Depress Pushbutton Twice** Engr.
- [6] Panto Selector Switch (Lead Power Car).....**Front or Rear** Engr.
- [7] Cab Activate Button (Lead Power Car).....**Depress** Engr.
- [8] Panto Selector Switch (Trail Power Car).....**Front or Rear** Engr.
- [9] PANTO-UP Button (Lead Power Car).....**Depress** Engr.
- [10] MCB Switch (Lead Power Car).....**AUTO** Engr.

Note (a)	MCB should close in 5 seconds . Then 20 seconds later, HEP Contactor on Trail Power Car should close.
-----------------	---

▼ Continued on Next Page ▼

MCB FAILS TO CLOSE ON LEAD POWER CAR (SNOW PLAN OPERATIONS)

Acela Abnormal Checklist

▼ MCB FAILS TO CLOSE ON LEAD POWER CAR ▼ (SNOW PLAN OPERATIONS)

[11] HEP Switch (Lead Power Car).....**Toggle ON Twice** Engr.

Note (b) HEP Contactor should now be closed in both Power Cars.

[12] Confirm HEP Contactor Closed on **Lead Power Car**: Engr.

- a) MFD-2.....**DEPRESS F6**, Status
- b) MFD-2.....**DEPRESS F7**, Select Propulsion
- c) HEP Contactor.....**CONFIRM**.....Yellow

[13] Confirm HEP on **Trail Power Car**: Engr.

- a) MFD-2.....**DEPRESS F7**, Next Car
- b) Confirm.....HEP Contactor is **YELLOW**

[14] Log Defects.....**Map 100** Engr.

Inoperative Items Table:

Power Car with MCB Open, No Traction Effort

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
Normal Track Speed	N/A	N/A

■■■■ Checklist Complete ■■■■

TRAIL POWER CAR STUCK IN REGENERATIVE BRAKING

Acela Abnormal Checklist

Condition: Lead Power Car taking Traction Effort. Trail Power Car Stuck in Regenerative Brake.

Objective: Get Trail Power Car out of Regenerative Brake.

[1] MCB Switch.....**OPEN then AUTO** Engr.

Note (a) Try Step 1 two times with a 30 second delay between the actions. If Trail Power Car remains in Regenerative Brake, proceed to Step 2 below.

[2] HEP Switch.....**OFF for 10 seconds, then ON** Engr.

IF the above steps fail to work: Engr.

►► Drop Pantograph on Trail Power Car:

a) MFD -1.....**DEPRESS F6**, Train Operation

b) MFD-1.....**DEPRESS F7**, Panto Down Trail PC

c) POD.....**DEPRESS F7/F8**, Alarm Acknowledger

Note (b) Keep Pantograph Selector in **Front** or **Rear** on Trail Power Car. This will enable Main Air Compressor to Operate on Trail Power.

[3] Log Defects.....**Map 100** Engr.

Inoperative Items Table:

N/A

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
Normal Track Speed	N/A	N/A

■■■■ Checklist Complete ■■■■

WON'T TAKE TRACTION POWER

Acela Abnormal Checklist

Condition: Fails to initiate Traction Effort **And / Or** fails to continue producing Traction Effort as commanded.

Objective: Determine why Traction Effort is not initiating or not continuing producing effort.

Note (a) This Checklist will help Engineer determine the correct Checklist to use that fits current Abnormal Situation.

[1] Choose One:

◆ If Traction Effort Fails to Initiate due to **Loss of Door Closed & Locked Signal**:

TRAIN STATUS	
FRICTION BRAKES	ALL RELEASED
PARKING BRAKE	RELEASED
PANTOGRAPHS	→ ←
DOORS	OPEN
WHEELSLIP	NO
AUTHORIZATION	LEVEL 1

▶▶ Go to **LOSS OF DOOR CLOSED AND LOCKED SIGNAL CHECKLIST** in Section 6.4.1.

◆ If Traction Effort fails to continue producing effort due to **All Brakes Released**:

TRAIN STATUS	
FRICTION BRAKES	NOT RELEASED
PARKING BRAKE	RELEASED
PANTOGRAPHS	→ ←
DOORS	CLOSED & LOCKED
WHEELSLIP	NO
AUTHORIZATION	LEVEL 1

▶▶ Go to **ALL BRAKES RELEASED TRAINLINE FAILURE CHECKLIST** in Section 8.1.1

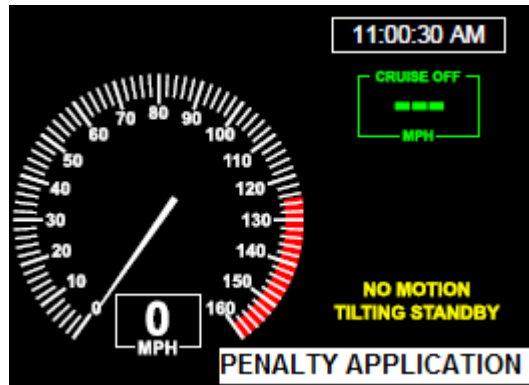
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WON'T TAKE TRACTION POWER

Acela Abnormal Checklist

▼ WON'T TAKE TRACTION POWER ▼

◆ If Traction Effort Fails to **continue** producing effort:



►► Go to **PENALTY APPLICATION UNABLE TO CLEAR CHECKLIST** in
Section 2.1.1

Inoperative Items Table:

N/A

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
N/A	N/A	N/A

■■■■ Checklist Complete ■■■■

LOW TRANSFORMER OIL ALARM

Acela Abnormal Checklist

LOW TRANSFORMER OIL 20XX

Condition: Main Transformer Oil Level is Low; MCB will OPEN on affected Power Car.

Objective: Quickly restore HEP and isolate affected Power Car.

[1] Choose One:

◆ Lead Power Car:

▶▶ Go to Lead Power Car section Page 16.7.2

◆ Trail Power Car:

▶▶ Go to Step 2

[2] Lower Pantograph on Trail Power Car.....MFD-1.....**DEPRESS F7/F8,**
Panto Down Trail PC Engr.

[3] Stop Train.....**SOON AS SAFE HANDLING WILL PERMIT** Engr.

[4] Pantograph Selector.....**Front or Rear POSITION** Engr.

[5] Log Defects.....**Map 100** Engr.

▼ Continued on Next Page ▼

LOW TRANSFORMER OIL ALARM

Acela Abnormal Checklist

▼ Low Transformer Oil Continued ▼

►► Lead Power Car:

Lower Pantograph on Lead Power Car...MFD-1.....**DEPRESS F7/F8,**

Panto Down Lead PC Engr.

Stop Train.....**SOON AS SAFE HANDLING WILL PERMIT** Engr.

Pantograph Selector.....**Front or Rear POSITION** Engr.

HEP Switch.....**Click to ON Position twice** Engr.

Log Defects.....**MAP 100** Engr.

■■■■ Section Complete ■■■■

Inoperative Items Table:

Power car with low transformer oil

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
Normal Track Speed	N/A	N/A

■■■■ Checklist Complete ■■■■

AC HOLD: HOW TO RECOVER

Acela Abnormal Checklist

Condition: The AC Hold currently in effect has just been released.

Objective: Properly recover from AC Hold

[1] Reverser.....**OFF** Engr.

Note (a) Reverser must be in **OFF** position before completing next actions.

[2] Panto Selector in Lead PC.....**LEAD or TRAIL** Engr.

[3] Cab Activate Button.....**DEPRESS** Engr.

Note (b) Wait **2 full minutes** before completing next action. During this time the MPUs will reestablish synchronization and the other Power Car computers will power up and configure on the network.

[4] Reverser.....**NEUTRAL** Engr.

Note (c) Auxiliary Compressor is now operating building air pressure for MCB and Pantograph. Wait **5 minutes** or until you hear Auxiliary Compressor shut down before proceeding to the following actions.

[5] Panto Up Button.....**DEPRESS** Engr.

[6] Panto Position.....**CONFIRM**.....**UP** Engr.

[7] MCB Switch.....**AUTO** Engr.

Note (d) It may take **20 or 30 seconds** for the MCB to close after moving switch to **AUTO** position. Once MCB closes, wait another **20 seconds** before completing the following actions.

[8] HEP Switch.....**ON** Engr.

▼ Continued on Next Page ▼

AC HOLD: HOW TO RECOVER

Acela Abnormal Checklist

▼ AC HOLD: HOW TO RECOVER ▼

- [9] Confirm HEP Status.....MFD-2, Propulsion Status,
Contactor Closed & Yellow Engr.
- [10] Walkway Lights Lead PC.....ON Engr.
- [11] Panto Selector Trail PC.....LEAD or TRAIL Engr.
- [12] Panto Up Button.....DEPRESS Engr.

If Trail Panto fails to go up (*Trail PC*):

►► Go to **Panto Failed to Go Up** section on **Page 16.8.3**

Note (e)	Action (12) will put the Pantograph on the Trail Power Car back on the wire. MCB on the Trail Power Car will close in about 5 seconds .
-----------------	--

- [13] Confirm HEP Status.....MFD-2, Propulsion Status,
Contactor Closed & Yellow Engr.
- [14] Brake Valve Cut Out Switch.....IN Engr.

Note (f)	Allow Main Reservoir pressure to build up to 140 psi or higher before proceeding to the following actions.
-----------------	---

- [15] Brake Test.....CLASS II Engr.
- [16] Report to Dispatcher.....READY TO PROCEED Engr.
- [17] Log Defects.....Map 100 Engr.

▼ Continued on Next Page ▼

AC HOLD: HOW TO RECOVER

Acela Abnormal Checklist

▼ AC HOLD: HOW TO RECOVER ▼

►► Pantograph Failed to Go Up:

Panto Down By Lon Trail.....MFD-1, ISSUE **COMMAND** Engr.

Confirm HEP Status.....MFD-2, Propulsion Status Contactor
CLOSED & YELLOW Engr.

Log Defects.....Map 100 Engr.

■■■■ Section Complete ■■■■

Inoperative Items Table:

N/A

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
Normal Track Speed	Class II	N/A

■■■■ Checklist Complete ■■■■

AC HOLD: HOW TO CONFIGURE

Acela Abnormal Checklist

Condition: AC Hold is in effect.

Objective: Properly configure an Acela Train Set when Catenary Power is lost due to an AC Hold.

- [1] Stop Train.....**SOON AS SAFE HANDLING WILL PERMIT** Engr.
- [2] ABCL.....**Full Service** Engr.
- [3] Brake Valve Cut Out Switch.....**OUT** Engr.
- [4] MCB Switch.....**OPEN** Engr.
- [5] Pantograph Down Push Button.....**Depress, Depress Again** Engr.
- [6] Pantograph Status.....**Confirm**.....**Down** Engr.
- [7] Reverser.....**Neutral** Engr.

Note (a) Reverser must be kept in **NEUTRAL** while AC Hold is in effect. This will enable the following Safety Critical Systems to stay on during Load Shed. **Side Door Controllers, PA System**, one **Head Light** on the Lead Power Car and the **Event Recorder**.

- [8] Pantograph Selector.....**OFF, Both Power Cars** Engr.
- [9] Walkway Light Switch.....**OFF, Both Power Cars** Engr.

Note (b) Turning Walkway Lights **OFF** in both Power Cars will conserve Battery Power. Ensure you have Flashlight, machine room will be dark.

▼ Continued on Next Page ▼

AC HOLD: HOW TO CONFIGURE

Acela Abnormal Checklist

▼ AC HOLD: HOW TO CONFIGURE ▼

[10] Log Defects.....**Map 100** Engr.

Note (c) IF AC Hold lasts longer than **15 minutes**, both Power Cars will enter Load Shed. Brake Pipe will dump (Emergency), onboard Failure Light will illuminate (RED), Train will have a 20 mph Unknown Speed Restriction. Safety Critical Systems in **Note (a)** will still function.

Inoperative Items Table:

N/A

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
Normal Track Speed	Class II	N/A

■■■■ Checklist Complete ■■■■

System	Special Operations and Towing
	Section 17

Table of Contents

Stuck in Tunnel (No Catenary Power)-----17.1

How Configure Propulsion for (Snow Plan Operations).....▶▶▶ 13.2

Operation With Lead Power Car Only.....▶▶▶ 13.3

50% Traction Power Loss on Lead Power Car (Snow Plan
Operation).....▶▶▶ 16.3

MCB Fails to Close on Lead Power Car (Snow Plan
Operations).....▶▶▶ 16.4

STUCK IN A TUNNEL (NO CATENARY POWER)

Acela Abnormal Checklist

Condition:	When a High Speed Trainset must be towed out of a tunnel that restricts access to the manual parking brake cut out due to clearance such as bench walls and 3rd rail; follow the procedures below to release the parking brakes with the "Parking Brake Emergency Battery".
Objective:	To successfully release the friction and parking brakes so that the train can be towed out of the tunnel.

- [1] Couple Rescue Locomotive to Trainset.....Crew
- [2] Main Reservoir (Train Line).....**CONNECT** Crew
- [3] Brake Pipe (Train Line).....**CONNECT** Crew
- [4] Dead Engine Valve (Acela Brake Rack).....**OPEN** Engr.
- [5] Emergency Magnet Valve (Both Power Cars).....**CUT OUT** Engr.
- [6] Charge Brake Pipe (Rescue Engine).....**110 PSI** Crew
- [7] Main Reservoir Gauge (Acela Brake Rack).....**CHARGING** Engr.

Note (a)	Once Main Reservoir and Brake Pipe have fully charged, proceed to the next step.
-----------------	--

- [8] Full Service Brake Applications (Rescue Engine).....**TWICE** Crew
- [9] Class II Brake Test.....**CONFIRM**.....**Brake Pipe** Crew
- [10] Class II Brake Test.....**AGAIN - CONFIRM**.....**Brake Pipe** Crew

Note (b)	Electrical locker #3 (located in transverse aisle-way behind cab) in lead power car.
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▼ Continued on Next Page ▼

STUCK IN A TUNNEL (NO CATENARY POWER)

Acela Abnormal Checklist

▼ STUCK IN A TUNNEL (NO CATENARY POWER) ▼

[11] Emergency Battery Pack.....CARY to.....**Electrical Lock #3** Engr.

[12] Electrical Locker #3.....**OPEN Door** Engr.

[13] Metal Plug (3 male pins).....**Upper Right Corner** Engr.

Note (c) This is the emergency battery parking brake release connection to the trainset.

[14] Emergency Battery Pack.....**CONNECT to Connector** Engr.

CAUTION! Rescue engine must have friction brakes applied before proceeding to the next step.

[15] Emergency Battery Pack (Red Button).....**DEPRESS Hold 5 sec** Engr.

Note (d) Trainset parking brake should now be released.

[16] Emergency Battery Pack.....**DISCONNECT** Engr.

[17] Friction Brakes (Rescue Engine).....**RELEASE** Crew

[18] Roll Check.....**Ensure Parking Brakes Release** Crew

[19] Move Trainset Safely Out of Tunnel..... Crew

Inoperative Items Table:

N/A

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
N/A	N/A	N/A

■■■■ Checklist Complete ■■■■

System	Tilting
	Section 18

Table of Contents

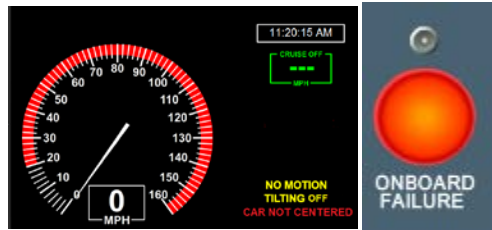
Unknown Speed Restriction-----	▶▶ 1.1
Car Not Centered Alarm (Tilting)-----	18.1

CAR NOT CENTERED

Acela Abnormal Checklist

CAR NOT CENTERED 3XXX

Car Not Centered Indication



Note (a) “CAR NOT CENTERED 3XXX” Alarm may or may not be present in this abnormal situation.

Condition: A Coach Car has drifted out of **CENTER** Position opening the **ON BOARD** Failure Detection Train Line and enforcing a 20 mph speed restriction.

Objective: Quickly locate Car Out of Center and Center Detection will be bypassed in this Car removing the 20 mph speed restriction.

[1] Stop Train.....**SOON AS SAFE HANDLING WILL PERMIT** Engr.

[2] Contact Dispatcher...**MILE POST, TRACK NUMBER, CONDITION** Engr.

IF YELLOW Alarm is present reporting the CAR Not Centered:

►► Contact Conductor...**REPORT CAR NUMBER...GO TO STEP 7** Engr.

[3] Check Tilting Status....MFD-2.....**DEPRESS F6 until**
Tilting Status is Highlighting Engr.

[4] Select Tilting Status....MFD-2.....**DEPRESS F7** Engr.

[5] Locate Car **FAULT** in Status Block..... Engr.

[6] Go to affected Car and OPEN Electrical Locker..... Cond.

▼ **Continued on Next Page** ▼

CAR NOT CENTERED

Acela Abnormal Checklist

▼ CAR NOT CENTERED ▼

[7] Cut out **Centering Detection**..... Cond.

a) Break Seal

b) Lift Lid

c) Move SWITCH To **CUT OUT**

Note (b) Speed Restriction and Car Not Centered will now clear. A new Level III alarm will appear "**Tilting Centered C/O 3XXX**".

[8] Inspect Tilting Status on MFD-2..... Engr.

a) Centering Detection.....**YELLOW**

[9] Proceed.....**Train Type C Speeds** Engr.

[10] Log Defects.....**Map 100 & 21A** Engr./Cond.

Inoperative Items Table:

Tilting Inoperative

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
Type "C" Speed	N/A	AMT-3 9.4.6 Tilting Fault Car Not Centered

■■■■ Checklist Complete ■■■■

System	Truck
	Section 19

Table of Contents

Placeholder

System	Truck Surveillance
	Section 20

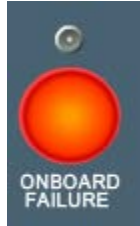
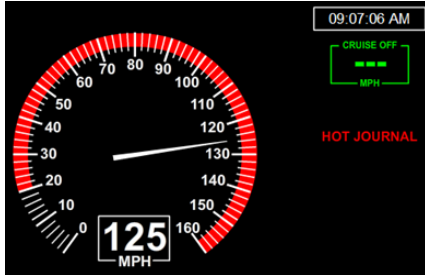
Table of Contents

BRG Sensor Fault (ITSU Temperature Sensor Fault)-----	20.1
Hot Journal Alarm (ITSU)-----	20.2
Air Bags Deflated Alarm.....	20.3
Unknown Speed Restriction-----▶▶	1.1

BRG SENSOR FAULT (ITSU BEARING TEMP SENSOR FAULT)

Acela Abnormal Checklist

BRG SENSOR FAULT XX YYYY



Condition: Yellow alarm indicates an ITSU Temperature Sensor Fault has occurred. ITSU that produced alarm must now be placed in degraded mode to lock out this sensor and remove the 20 mph speed restriction. **Train does not have to be stopped; however, Train must be slowed until speed restriction is lifted.**

Objective: Quickly lock out failed ITSU Temperature Sensor by placing ITSU in Degraded Mode.

- [1] Slow Train.....**BELOW Speed Restriction** Engr.
- [2] Contact Dispatcher...**MILE POST, TRACK NUMBER, CONDITION** Engr.
- [3] Contact Conductor.....**Location of Sensor Fault** Engr.
- [4] **DEGRADED MODE.....DEPRESS Lamp Test AND Self Test**
Buttons at Same Time (on ITSU that generated Alarm) Cond.

Note (a) A new Level III alarm will confirm ITSU has been placed in **DEGRADED MODE: "BRG SENSOR BYPASS XX YYYY"**

Note (b) If this alarm is on **Lead Power Car**, Stop Train and Depress Lamp and Self Test Button on ITSU.

▼**Continued on Next Page**▼

BRG SENSOR FAULT
(ITSU BEARING TEMP SENSOR FAULT)

Acela Abnormal Checklist

▼BRG SENSOR FAULT▼
(ITSU BEARING TEMP SENSOR FAULT)

If Sensor is unable to be bypassed using **Step 4** above **OR** Yellow Alarm appears for a second time:

- a) Cut Out ITSU...**Break Seal, Open Cap, Turn Switch Cond\Engr.**
- b) **125 MPH** is now MAX Speed.

[5] Contact Engineer.....**Status of ITSU** Cond.

[6] Contact Dispatcher.....**Report Results/Status** Engr.

Note (c) With an ITSU in **DEGRADED MODE** Train may proceed at normal speeds.

[7] Log Defects.....**Map 100 & 21-A** Engr./Cond

Inoperative Items Table:

Failed Temperature Sensor

Maximum Authorized Speed & Brake Test Requirement Table:

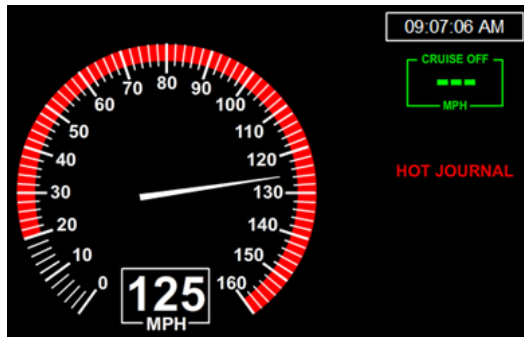
Speed Restriction	Brake Test	Reference Documents
Normal Track Speed	N/A	HSTS S.I.- On-Board Hot Bearing Detection Instruction

■ ■ ■ ■ Checklist Complete ■ ■ ■ ■

HOT JOURNAL ALARM (ITSU)

Acela Abnormal Checklist

HOT JOURNAL XX YYYY



Condition: Hot Journal detected and ITSU enforced a 20 MPH speed restriction by opening the On-Board Failure Detection Train Line. **A Tempilstik inspection must be performed on journal bearing that produced alarm.**

Objective: Quickly validate if alarm is real or not. If alarm is false, checklist will cut out respective ITSU to remove 20 mph speed restriction.

- [1] Stop Train.....**SOON AS SAFE TRAIN HANDLING WILL PERMIT** Engr.
- [2] Contact Dispatcher...**MILE POST, TRACK NUMBER, CONDITION** Engr.
- [3] Contact Conductor.....**LOCATION OF HOT JOURNAL** Engr.
- [4] PARKING BRAKE.....**APPLY** Engr.

CAUTION! Before getting on the ground to inspect Journal Bearings, employees must obtain "Three Point Protection." Employees must apply Tempilstik to proper location.

- [5] Tempilstik Test.....**Place Tempilstik at top of Bearing Case**
where it passes through Truck Frame Cond.
- [6] Contact Engineer.....**Results of Tempilstik Test** Cond.

▼**Continued On Next Page**▼

HOT JOURNAL ALARM (ITSU)

Acela Abnormal Checklist

▼ HOT JOURNAL ALARM (ITSU)▼

[7] Choose One:

◆ Tempilstik **melts**:

▶▶ **TERMINATE TRAIN**..... Engr.

◆ Tempilstik does **NOT** melt:

▶▶ Go to **Step 8**

[8] Cut Out ITSU.....**Break Seal, Open Cap, Turn Switch** Cond.

Note (a)	Once Cut Out, 20 mph speed restriction will clear. A new level 3 alarm will appear "Truck Surveil C/O".
-----------------	---

WARNING! Train speed cannot exceed 80mph until first mechanical inspection has been completed & Tempilstik did not melt.

[9] Proceed to first mechanical inspection.....**80 MPH MAX. SPEED** Engr.

[10] Choose One:

◆ Mechanical inspection **passes**:

▶▶ **125 mph MAX. SPEED**..... Engr.

◆ Mechanical inspection **fails**:

▶▶ **TERMINATE TRAIN**..... Engr.

▼Continued On Next Page▼

▼ HOT JOURNAL ALARM (ITSU)▼

HOT JOURNAL ALARM (ITSU)

Acela Abnormal Checklist

- Note (b)

If at the mechanical inspection location, mechanical forces determine there are no hot bearings, train may proceed not exceeding 125 MPH as specified in SI 72-A1 to its final terminal, regardless of whether or not the same ITSU hot journal bearing alarm (flashing red LED) remains, or activates again. **(NOTE: Wayside detector actuations must continue to be handled in accordance with applicable instructions).**
- Note (c)

When an ITSU hot journal bearing alarm occurs before a crew change location, the incoming crew must be advised of any alarm light that remains illuminated, any speed restriction that is in effect, and whether a mechanical inspection is required. If the outgoing crew cannot personally give this information to the incoming crew, they must ask the Dispatcher to relay it.

[11] Log Defects.....MAP 100 & 21A Engr./Con

Inoperative Items Table:

ITSU that was cut out

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
125 mph after first MECH Insp.	N/A	HSTS S.I.- On-Board Hot Bearing Detection System

■ ■ ■ ■ Checklist Complete ■ ■ ■ ■

AIR BAG DEFLATED

Acela Abnormal Checklist

AIR BAG X DEFLATED 3YYY

Condition: Alarm indicates one of the Air Bags has gone below 33 psi.
Train should be slowed to 90 mph to minimize passenger discomfort.

Objective: To minimize passenger discomfort and obey operating rule.

CAUTION! Ensure Train speed does not exceed 90 mph.

- [1] Slow Train.....90mph Engr.
- [2] Contact Dispatcher...MILE POST, TRACK NUMBER, CONDITION Engr.
- [3] Contact Conductor.....Location of Deflated Air Bag Engr.
- [4] Log Defects.....Map 100 & 21-A Engr./Cond.

Inoperative Items Table:

N/A

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
90 mph	N/A	AMT-3 9.2.3

■■■■ Checklist Complete ■■■■

System	Water & Waste
	Section 21

Table of Contents

Toilet Not Flushing.....	21.1
--------------------------	------

TOILET NOT FLUSHING

Acela Abnormal Checklist

Condition: Toilet inoperative or Toilet constantly flushing

Objective: Return Toilet to service or isolate Toilet

Note (a) Toilets will not operate without 480V AC (HEP Power) and Air Pressure

[1] Choose One:

◆ Toilet **Fails to Flush**:

▶▶ Go to Toilet Fails to Flush section **Below**

◆ Toilet **Constantly Flushes**:

▶▶ Go to Toilet Constantly Flushes section **Below**

▶▶ Toilet Fails to Flush

Toilet Control Circuit Breaker (120V Panel).....**OFF then ON** Cond.

Toilet Control Circuit Breaker (72V Panel).....**OFF then ON** Cond.

If above Steps fail.....**Lock Out Toilet Door** Cond.

Log Defects.....**Map 21A** Cond.

■■■■ Section Complete ■■■■

▶▶ Toilet Constantly Flushes

Toilet Control Circuit Breaker (120V Panel).....**OFF** Cond.

Toilet Control Circuit Breaker (72V Panel).....**OFF** Cond.

Note (b) A Barrel Key is required to remove Toilet Shroud. Water shut off, located on outside wall, could be covered with pipe insulation. Hard to find!!

Water Shut Off Valve (behind Toilet Shroud).....**OFF** Cond.

▼ **Continued on Next Page** ▼

TOILET NOT FLUSHING

Acela Abnormal Checklist

▼ TOILET NOT FLUSHING ▼

Note (c) 120V and 72V Control Breakers were shut off to conserve Main Reservoir pressure.

Log Defects.....**Map 21A** Cond.

■■■■ Section Complete ■■■■

Inoperative Items Table:

N/A

Maximum Authorized Speed & Brake Test Requirement Table:

Speed Restriction	Brake Test	Reference Documents
N/A	N/A	N/A

■■■■ Checklist Complete ■■■■